

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

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### American Railroad Journal.

New York, Saturday, February 12, 1876.

#### United States Rolling Stock Co.

The General Annual Meeting of the Shareholders of this company was held at the office of the company, 76 Wall St., on the 7th inst. About twenty gentlemen were present representing over 26,000 shares, or something over one-half the entire capital stock of five millions. Mr. W. H. Guion, Vice President of the company, in the chair.

The Annual Report of the Company, which is quite voluminous, gives very full details of the year's business, showing a net income of \$363,577 64, out of which a dividend of 8 per cent was ordered paid; after paying which there remains a surplus of \$185,577 64 to be carried to Reserve Account. The business of the Company shows some improvement over 1874, although owing to the severe competition among the leading railroads freights were extremely low and the Rolling Stock Company's cars could only be leased at equally low rates.

The Company is now engaged in building large repair shops at Urbana, Ohio, which will enable them to do their business to much greater advantage. The equipment of the Company has been recently very closely examined by Mr. W. H. Farley and Mr. C. F. Allen, well known retired Master Mechanics, and they give a favorable account of its condition.

Mr. William E. Warren, the accountant, has audited the Company's books, and speaks of them in the highest terms. There are large claims against Mr. James McHenry and Messrs. Bischoffsheim & Goldschmidt, London, which are being prosecuted in the Courts in England, and still larger claims against the bankrupt Atlantic and Great Western Railroad Company which, however, the Company hopes to recover, as they claim their lien to take priority over the mortgages. The success of the Company is not in any way dependent upon the result of these suits, as it can continue to earn dividends even if nothing is recovered from them, while offers of compromise have already been made nearly equivalent to fifty per cent of the amounts claimed.

The Company owns 105 locomotives, 92 passenger and baggage cars, and 3,957 freight cars which are leased to twenty different railroad companies.

After discussion of the Company's affairs the Report was unanimously adopted, a complimentary note of thanks was tendered to the Trustees and officers of the Company, and the following gentlemen were elected Trustees: James B. Hodgskin, Wm. H. Guion, Adrian Iselin, E. G. Fabbri, and L. H. Meyer. The officers are: President James B. Hodgskin, Vice President Wm. H. Guion, Treasurer and Secretary A. Hegewisch, General Master Mechanic C. F. Jauriet.

#### The Belvidere Delaware, Mercer and Somerset, and Flemington Railroads.

An election for Directors of the above named companies took place at Trenton, N. J., on the 7th inst., with the following result:

Belvidere Delaware Railroad: George B. Roberts, Josiah Bacon, Strickland Kneass, John M. Kennedy, A. J. Derbyshire, Charles Stigreaves, Lewis Perrine, Charles Barties. Ashbel Welsh was

elected President. Mercer and Somerset Railroad: Thomas Hanlon, George B. Roberts, Thomas A. Scott, Strickland Kneass, Martin A. Howell, Augustus Vansant, Lewis Perrine, Benjamin Fish, Ashbel Welsh, A. L. Dennis. Ashbel Welsh was elected President. Flemington Branch: Charles Barties, W. B. Emery, Alexander Wurtz, John C. Hopewell, Robert F. Stockton, Benjamin Fish, Thomas B. Fidler, Samuel Lilly. Ashbel Welsh, Ashbel Welsh was elected President. Hugh D. T. Ely was elected Secretary and Treasurer of each of these companies.

#### Testing Boiler Iron.

The Baltimore Sun says that the Supervising Inspectors of Steam Boilers were in that city on the 3d inst., and made some interesting experiments in testing boiler iron by Rieble Bros' Machine, one of which is used by each supervisor, and then adds:

This is a ponderous piece of mechanism, with steelyards, weights, etc., by which the tensile strength of iron is tested with nicety. The iron tested was from Abbott's and Coates' Baltimore rolling mills, and the results were altogether favorable to the makers. The specimens were of boiler iron a quarter inch in thickness, with cross sections, where the elongation or test was made. The iron was fastened in the machine, the cross section exposed to the strain. By means of a lever the equilibrium was reached after the weights were put on. Thus a 1,000 pound weight was first used, and the lever worked up until a balance was reached. Then weights were added, until elongation was noted, and then more weights until the iron snapped, and its strength was thus ascertained.

Six specimens from Coates' mills, each with a stamped tensile strength of 50,000 pounds to the square inch, were first tested, the specimens being one-fourth inch in thickness. The first broke in five minutes, at 12,500 pounds, or equal to the strength claimed by the square inch; the second broke in two and one-half minutes, at 14,000 pounds; the third in two minutes, at 14,300 pounds; the fourth in two minutes, at 13,700 pounds; the fifth in four minutes, at 17,500 pounds, and the sixth in one and one-half minutes, at 17,500 pounds.

The same number of specimens from Abbott's mills were also tested. The first four were of 50,000 lbs. tensile strength, and the other two 45,000 lbs. The first broke in one minute at 12,500 lbs.; second in four minutes at 14,500 lbs.; third in one and a half minute at 14,000 lbs.; fourth in two

minutes at 13,800 lbs.; fifth, of 45,000 lbs., in one and a quarter minutes, at 18,250 lbs. With the sixth, of 45,000 lbs., different experiments were tried, the weights being put on at half minute intervals. It broke at 18,000 lbs. All of the supervisors spoke in complimentary terms of the productions of the Baltimore rolling mills.

#### Fitchburg Railroad.

The receipts and expenditures of this road for the years ending September 30, 1874, and 1875, have been as follows:

Receipts:	1874.	1875.
From passengers, . . . . .	\$844,085 21	\$896,066 76
" freight, . . . . .	982,080 59	909,629 18
" express, . . . . .	33,468 57	30,926 81
" mails, . . . . .	19,038 46	31,125 66
" rent of property, . . . . .	28,888 80	
" premium on stock, . . . . .	23,887 50	
	\$1,628,612 88	\$1,720,524 71
Expenditures:		
Repairs of road, . . . . .	\$220,641 66	\$198,211 09
" bridges, . . . . .	20,661 45	21,035 16
" locomotives, . . . . .	78,034 35	80,705 52
" cars, . . . . .	123,836 91	128,495 15
" structures, . . . . .	68,306 22	69,520 78
" tools, etc., . . . . .	8,534 01	9,835 78
Renewals of iron, . . . . .	61,374 81	100,902 76
Fuel, . . . . .	164,842 07	181,870 11
Oil and waste, . . . . .	12,934 63	18,206 24
Salaries, etc., passenger department, . . . . .	126,686 88	133,011 37
Salaries, freight department, . . . . .	167,840 95	184,210 37
Wages, switchmen, . . . . .	22,771 39	40,894 37
Removing ice and snow, . . . . .	5,885 16	12,146 08
Gratuities and damages, . . . . .	6,907 74	9,048 75
Taxes, insurance, etc., . . . . .	116,750 73	118,916 19
Telegraph expenses, . . . . .		2,975 02
General salaries, office, law and other exp., . . . . .	48,556 58	43,965 40
Rents, . . . . .	27,219 71	87,884 50
Interest, . . . . .	16,272 41	18,314 64
Water, . . . . .		8,551 42
	\$1,802,957 68	\$1,432,700 70
Net earnings, . . . . .	\$825,655 17	\$287,824 01

The company have 54 locomotives, 56 tenders, 71 passenger, 22 mail and baggage, 930 eight wheel, and 228 four-wheel merchandise, and 90 gravel and coal cars, and 9 snow plows. Number of miles run by passenger trains 538,687, by freight trains, 429,845; by other trains, 29,061—total, 997,093. Length of main road operated, 136 miles. Length of double track road, belonging to the company, 50.68 miles; length of Watertown Branch Railroad, belonging to the company, 6.60 miles; length of Lancaster and Sterling Branch Railroad, belonging to the company, 12.42 miles; length of Peterboro' and Shirley Railroad, belonging to the company, 23.62 miles; length of side and other tracks, belonging to the company, 41.78 miles—total length of tracks belonging to the company, 186.78. Length of Vermont and Massachusetts Railroad, leased for 999 years, 80.11 miles; length of side tracks on Vermont and Massachusetts Railroad, 12.16 miles. Total length of tracks operated, 278.05 miles. The report says:

During the past year we have been preparing our road bed, track, equipment and stations, that we may be ready to perform properly the increased business which will pass over the road when the Tunnel line is completed.

The road bed and tracks, both of the Fitchburg and Vermont and Massachusetts roads, are probably in better condition at the present time than ever before. They have been greatly improved during the past year by large and unusual quantities of grading or ballast, and by the laying

down of twenty-nine miles of new iron and steel rails. On the Fitchburg division we have laid down six thousand five hundred and ninety-six feet of side track, have built a new freight house near our Boston passenger station, nearly seven hundred feet in length and thirty-nine feet in width, have remodeled and converted one of our old freight houses into a large and convenient bay house, and have generally improved all our freight buildings so that they are now equal to those of any other line; they are also so arranged that they may be easily extended to furnish additional accommodations whenever required.

We have also constructed a new engine house at Waltham, and several new passenger stations.

On the Vermont and Massachusetts division, we have laid down six thousand one hundred and seventy-four feet of side track, and in the city of Fitchburg the bridge masonry has been raised and extended, several of the abutments rebuilt, three new piers added; and the three old wooden bridges have also been replaced by new and substantial ones built with open trusses and for additional tracks. In Royalston we have substituted for the wooden bridge destroyed by fire, a new iron bridge of the most approved form, and have also made extensive repairs and improvements upon several other of the numerous bridges on this division.

In all departments the ordinary repairs and renewals have been fully supplied, and the equipment has also been increased.

Considerable expenditures have been made in improving the road bed, tracks and stations; and with the expectation of soon receiving a large and entirely new addition to our present business, these outlays could not safely be longer postponed, but should be continued; and with this conviction, we have already contracted for straightening or obviating the very objectionable and expensive reverse on the Vermont and Massachusetts division at Ashburnham, and have arranged to construct an extensive addition to our wharf in Charlestown.

The cost of the permanent additions made to the property has been carried to capital account, all other improvements to expense.

A comparison of net results with those of the year 1874 would show a falling off of \$57,475 66; but it is to be noticed that our accounts this year include the Vermont and Massachusetts Railroad business for the entire year, whereas last year's accounts included only nine months' business of that road; adding the income and expenses of the Vermont and Massachusetts Railroad for the three months of 1874, when the roads were operated separately, to the like receipts and expenses for the nine months in which they were operated together, and comparing the results of the two years, we find that

Receipts from passenger business have increased . . . . . \$18,210 55  
Receipts from freight business have decreased . . . . . 72,831 37  
Receipts from express, mails and rents have increased . . . . . 7,866 00  
Total income has decreased . . . . . 51,254 82  
Total expenditures have decreased . . . . . 19,543 05  
Net earnings have decreased . . . . . 31,711 77

A comparison, made in the same manner, shows that

Miles run by passenger trains have increased . . . . . 28,352  
Miles run by freight trains have decreased . . . . . 15,796  
Miles run by gravel trains have increased . . . . . 12,804  
Miles run by other trains have decreased . . . . . 4,696  
Total miles run have increased . . . . . 15,664  
Number of passengers carried has increased . . . . . 224,807  
Number of passengers carried one mile has increased . . . . . 1,142,093  
Number of tons carried has decreased . . . . . 278,449  
Number of tons carried one mile has decreased . . . . . 269,778

Our decrease of net earnings is caused by the great and general stagnation in all kinds of business, which has considerably reduced our gross income, and by the unusual expenditures made on road bed and track.

At the date of our last report it was uncertain what policy the State would adopt with reference to the management and operation of the Tunnel road; since then the toll-gate plan, so called (Chap. 77, Laws of 1875), has been adopted. The object sought to be accomplished through this plan is to give all railroads which now or may hereafter connect, either directly or over intervening railroads with the Tunnel road, equal opportunities to use the same, and hereby give to the people in all sections of the State equal advantages from its completion, and at the same time secure to the State the entire control of the Tunnel and its approaches. This plan differs materially from that which was contemplated by the contract of 1863 between the State, the Fitchburg, Vermont and Massachusetts, and Troy and Boston Railroad Companies. That contract substantially provides that the business from the Tunnel should pass over the roads above named, and for that consideration, each of said roads should pay to the State twenty per cent of its entire gross earnings upon all such business.

It seemed to be the settled opinion of the people and of the Legislature, that all roads should have the same facilities for using the Tunnel; and as we could not, on account of the great decrease in profits of transportation, have paid the twenty per cent, without charging rates of freight which would, to say the least, have greatly restricted the business, it appeared right and reasonable that something should be done to modify our contract, and establish some definite and settled policy on the part of the State.

We entered into this contract upon the supposition that we were to have the exclusive benefit of the Tunnel business, and were willing to abide by its terms and fulfil its conditions; and have never petitioned to be released therefrom; but it would have been manifestly unjust to have attempted to hold our corporation to the burden of the contract, when all other roads were allowed by the toll-gate law, to use the Tunnel road without the payment of any percentages or allowances whatever except the regular tolls. The Legislature took this view of the matter and repealed the contract; and the Governor and Council have released the Fitchburg and Vermont and Massachusetts Railroads from its obligation.

A passage was opened through the Hoosac Mountain, on Thursday, Nov. 27, 1873, and in our report for that year it was stated that the Tunnel would certainly be completed during the summer of 1874, and when the lease of the Vermont and Massachusetts Railroad was made (January 1st, 1874), we had good grounds to expect its completion within that year.

In Gov. Washburn's inaugural address, on the 8th of January, 1874, he says: "To-day we have every reason for believing that the remaining work will be advanced with such rapidity, that in eight months the Tunnel may be ready for use as a part of the through railway line;" but notwithstanding this prediction, no trains of any kind were run through it until February 9th, 1875, no freight train until April 5th, 1875, and the first passenger train, July 8th, 1875.

The freight business is limited in quantity and to particular hours, to avoid delaying the work, and for the same reason the passenger trains are confined to such hours that no direct connection can be made upon either side of the mountain.

The business pays the regular tolls fixed by the State for running over the Troy and Greenfield Railroad east of the mountain, and is also burdened by a tax of 75 cents per passenger, and \$1 50 per loaded freight car, for each person and for each loaded freight car which the contractor draws through the Tunnel.

Subject to these restrictions and charges, we cannot expect to perform a large or profitable business. Still, enough has been done to satisfy us that whenever trains can be run through the

Tunnel without delay, at fair tolls, making proper connection, a very large business will seek this new line to the West.

We hope the Tunnel will soon be completed; for, until that time, we cannot realize the benefits or profits which we believed would result from leasing the Vermont and Massachusetts Railroad.

TRIAL BALANCE, September 30, 1875.

Construction accounts .....	\$4,406,843 10
Real estate .....	218,250 72
Improvements on Vermont and Massachusetts Railroad .....	94,079 78
Cash and cash funds .....	169,788 84
Sinking fund .....	70,000 00
Stock material .....	183,188 53
Fuel .....	68,714 30
	<hr/>
	\$5,210,645 27
Capital stock .....	\$4,000,000 00
Bonds .....	500,000 00
Profit and loss .....	504,857 88
Uncollected dividends .....	10,197 00
Bond coupon No. 3, due Oct. 1, 1875 .....	17,500 00
Vermont and Massachusetts R. R. ....	11,552 76
Renewal fund .....	19,644 50
Receipts from freight .....	117,799 91
Commonwealth of Massachusetts .....	29,098 22
	<hr/>
	\$5,210,645 27

President.—Wm. B. STEARNS.

Directors.—Wm. B. Stearns, Charlestown; Rodney Wallace, Fitchburg; P. B. Brigham, Boston; Seth Bemis, Newton; Robert Codman, Boston.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

#### Eastern Railroad.

At the annual meeting of the stockholders of this corporation held in Boston on the 7th inst., the Forty First Annual Report was presented, and the following named gentlemen elected directors for the ensuing year: Samuel C. Lawrence, Frank Jones, J. S. Ludlam, G. S. Morrison, Onslow Stearns, James W. Johnson, Benjamin E. Bates, John Cummings, George W. Gill.

The following resolutions, offered by Hon. Charles Levi Woodbury, were unanimously adopted:

Resolved, That the plan for extending and securing the debts and liabilities of the corporation at reduced rates of interest, and providing for the management of its affairs, adopted at a meeting of its creditors held at Boston on the 15th of January, 1876, and now submitted to the stockholders in the report of the directors of this company, be referred to the directors with instructions to join in presenting it to the Legislature for its action.

Resolved, That the directors are hereby authorized to apply to the Legislature for authority to issue bonds, and make and execute a mortgage and conveyance of the property and franchise of this company in trust in order to secure its debts and liabilities.

Resolved, That the directors of the Eastern Railroad Company are authorized, if in their opinion it shall become needful for the protection of the property of the corporation and of the rights of the creditors, to make application for the benefit of the bankruptcy acts of the United States, and take such other proceedings as the bankruptcy laws may require in that behalf.

The following amendment, offered by Mr. Seth J. Thomas, was also adopted unanimously:

Resolved, That \_\_\_\_\_ be a committee to investigate the affairs of the Eastern Railroad Company for the last six years past generally; to inquire in respect to all contracts and purchases made by the company, and whether any director had any interest adverse to the company at the time of said purchase or before; and into the value of all lands and property of said company, with authority to send for persons and papers, and

make a report to this corporation as soon as possible.

It was voted that the Committee of Investigation provided for in the resolution of Mr. Thomas consist of five members, which was announced by the chairman, as follows:

Messrs. Seth J. Thomas, George Ripley, Greeley S. Curtis, P. G. Monroe and W. A. Tower.

#### Railway Resistance.

INTERESTING EXPERIMENTS WITH THE DYNAGRAPH.

Under the direction of P. H. Dudley, the inventor, a number of experiments with the dynagraph have been in progress in this section for some time past, an account of which will interest many of our readers. After a few experiments had been made with trains upon the Lake Shore and Michigan Southern Railway, between Cleveland and Collinwood, the impression was that trains moving at 12 miles and under per hour required more power to propel them than those moving at the rate of 18 or 20 miles, especially such heavy and long trains as are drawn upon this road. To test this more thoroughly, Dec. 8 a stock express train of 709 tons was run from Cleveland to Erie, Penn., and the amount of coal and water used measured. On Dec. 14, with the same engine, a train of the same weight, but one car less, was run at twelve miles per hour, which burned 1,945 pounds more of coal. Part of the increased consumption in coal may be accounted for from the fact of the temperature of the weather being 30.6° Fahrenheit or 17° centigrade colder. Subsequent experiments all tend to corroborate the first ones, that the most economical speed for these long and heavy trains is much above twelve miles per hour, as far as power is concerned upon the light grades of the Lake Shore and Michigan Southern Railway. After each diagram is taken, it is figured up in foot pounds, that is, as though the force exerted was so many pounds lifted or raised one foot high. The stock train of Dec. 8 figures up to 2,489,300,000 foot pounds. Now, taking the number of pounds of coal used, it is easy to see or compare the effective amount of power produced with that which should be theoretically called into action by the combustion of the coal, which in this case is only four and a half per cent. The best steam engines we have do not utilize quite ten per cent of the full value of our fuels. To collect more data for the solution of the most economical expenditure of power, last week a train was run from Collinwood to Buffalo, one from Buffalo to Toledo and one from Toledo back to Collinwood. It required 630 feet of profile paper to pass through the dynagraph upon which is recorded by the instrument the force used to draw the trains for the round trip. It would take one man four months to calculate the results of the one trip. In all experiments so far, the resistance per ton is affected by the weight and length of the train as well as speed. For instance, in making some experiments for the rate of speed to run trains, some Empire cars were taken, which drew very hard. One loaded car was taken and attached to the car with the instrument, running at the rate of 30 miles per hour, as were the three following experiments, besides the one car.

The Empire car and load weighed 20 tons and the car with the instrument 9½ tons—both 29½ tons—and the resistance per ton was 61.5 pounds. Another car was added, making the weight 48½ tons, and the resistance per ton was 51.8 pounds. Three more cars were now added, all weighing 107½ tons, when the resistance per ton was 32.6 pounds. Five more cars were added, all weighing 204½ tons, and the resistance was only 26.7 pounds per ton. All run over the same track. In the heavy and long trains of different makes of cars, at 16 to 18 miles per hour the resistance ranges per ton from 6.5 pounds to 7.1 pounds, i. e., of trains weighing 700 to 750 tons. On a passenger train of five cars, estimated weight of cars 91 tons, load 15 tons, at 40 miles per hour, the resistance varies from 24.5 to 28.8 pounds per ton.—*Cleveland Herald*, Jan. 31.

Rockford, Rock Island and St. Louis R. R.

Last spring Herman Osterberg, the representative of the German bondholders of the Rockford, Rock Island and St. Louis Railroad Company, bought this insolvent railroad at master's sale, under the decree of the United States Circuit Court here, agreeing to pay therefor some \$8,000,000, partly in cash and the remainder in bonds of the company, to be received at a certain percentage to be fixed by the court. At the time of the sale \$200,000 in cash was paid down, and since that time large additional sums have been paid in. The officials of the court have been occupied for the last two or three months in examining and taking an account of the bonds turned in by the purchasers, and yesterday the report of Mr. Bishop, Master in Chancery, fixing the amounts and the percentage to be allowed, was approved by the Court. A decree was thereupon entered by Judge Drummond, by which it appears that there is still due from Mr. Osterberg the sum of \$220,844 57 on the purchase. This he is to be allowed to retain, at 6 per cent interest, until April 1, 1876, and on its payment he is to become possessed of the road absolutely. In the meantime he is to retain the custody and control of the railroad, reporting monthly on the business done by him. In accordance with the decree, he yesterday filed a bond in \$50,000 for the due performance of his part of the contract. The proceedings are reported in full in our Court Record.—*Chicago Inter-Ocean*, Jan. 29.

The Boston Journal says that the almost unanimous vote by which the new Board of Directors of the Eastern Railroad were chosen shows that the stockholders have the fullest confidence in their integrity and faithfulness. The new members are Mr. G. S. Morrison of New York, the railroad expert who made an investigation of the affairs of the road and an estimate of its value and prospects as the agent of the Baring Brothers of London; Mr. Onslow Stearns of Concord, N. H., is the President of the Old Colony Railroad, and he, together with Mr. J. S. Ludlam of Lowell, were put upon the ticket at the request of the creditors. Mr. George W. Gill of Worcester is a gentleman well known in political circles and a large stockholder in the corporation. The whole ticket was selected and agreed upon by a conference between the bondholders and the stockholders.

The Harlan & Hollingsworth Company, of Wilmington, Delaware, on the 5th inst., successfully launched the iron steamer *Algiers*, designed for Morgan's line between New Orleans and Morgan City. The dimensions of the steamer are: Length, 275 feet; width of beam, 38 feet; depth of hold, 22 feet. This steamer will be hurried to completion for delivery during the latter part of March. Another steamer of the same dimensions as the *Algiers* is now upon the ways, and will be launched soon. Both are being constructed in the strongest manner, and in the most approved style of art. They will be schooner rigged, and will be furnished with all the appliances for safety and comfort.

## Railroads of Wisconsin.

The following compilation of the Report of the Railway Commissioners of Wisconsin for the year 1875 is from the *Chicago Railway Review*:

The total length of railways reported was 4,875, 26 of main line and branches. The mileage of total lines operated was 2,565.73. Total length of sidings (exclusive of sidings of the Chicago, Milwaukee and St. Paul and the Chicago and Northwestern Railroads) 86.39 miles. The total mileage of double track one-half mile. Up to Jan. 1, 1876, the total miles laid with steel rail was 599.10; miles laid with steel in Wisconsin, 212.60. The weight of the steel rail is 60 pounds per yard. Of the iron rail, 35 pounds on the Galena and Southern Wisconsin, 45 to 56 on the other less important lines, and 50, 56 and 60 on the greater roads. But twenty miles have been added by construction during the year. The addition was made by the Wisconsin Central Company, as the first section of their new line from Stevens Point to Portage City. The lines reported have a gauge of 4 feet 8½ inches, except the Galena and Southern Wisconsin, of which the gauge is 3 feet.

The corporations doing business in Wisconsin (the Wisconsin Central, the Madison and Portage, and the Wisconsin Valley not included) reported a total capital stock on Dec. 31, 1874, of \$88,878, 997.82, or \$16,998.88 for each mile owned and operated. The amount on the 30th of June, (the Milwaukee, Lake Shore and Western, West Wisconsin, Chippewa Falls and Western, and Superior and St. Croix not reporting) was \$88, 802,597.82. Allowing the amounts chargeable to the companies reporting in 1874, but not in 1875, to remain the same as at the former date, the total June 30, 1875, is \$92,299,597.82, or \$18,992.24 per mile of road—the Wisconsin Central not being included in either count. The funded debt of companies reporting June 30, 1875 (the Milwaukee, Lake Shore and Western, Superior and St. Croix, Chippewa Falls and Western, and Wisconsin Central not included) was \$75,629,860. The proportion of this debt belonging to Wisconsin, estimating that of the Chicago and Northwestern and Western Union was \$39,266,288.62. The total unfunded debt June 30, 1875 (debt of Chicago and Northwestern, Milwaukee, Lake Shore and Western, Superior and St. Croix, Chippewa Falls and Western, and Wisconsin Central not included) was \$4,549,184.11. The total reported funded and unfunded debt was \$80,178,464.11. The total of stock and debt on June 30, 1875, was \$168,878,127.58. The total interest paid during the year ending June 30, 1875, is \$4,565,249.84, of which \$1,981,273.49 was paid by the Chicago, Milwaukee and St. Paul Co., and \$2,280,439.68 by the Chicago and Northwestern.

During 1874, there were in the United States at one time 122 roads in default for non-payment of interest, the amount of bonds on which such default has been made amounting to \$657,624,639. In that list of 122 there were two Wisconsin roads—the Milwaukee, Lake Shore and Western and the Sheboygan and Fond du Lac. During the first portion of 1875 the unfavorableness of the season and the low price of cereals had the effect to reduce the amount of freight business done on our roads below the average of previous years. But the business of the whole year has undoubtedly been considerably above the amount done in 1874. As might have been anticipated, the prices of railroad securities have also been greatly depressed. Many things (say the Commissioners, who exhibit a plentiful lack of knowledge in regard to the effects of the Potter law,) had conspired to destroy all faith in railroad investments; so that, while the bonds of promising roads were a drug in the market, the bonds of new companies, however well organized and how much soever the projected roads were needed, have commanded no purchasers. Indeed, public confidence had gone so far out of capitalists and people that the proposition to sell new stocks at any price was calculated to provoke ridicule. This condition

of things was aggravated in the first half of 1875 by quite a general decline in earnings, partly due to business depression generally and low prices of agricultural products, and partly to the activity of competition between roads, especially between the great trunk lines connecting the West with the sea-board. Railroad bonds, though considerably depressed, have in general, where well secured upon important roads, held the confidence of owners to a good degree. Still, they, too, have necessarily felt the influence of the numerous failures to pay interest, and have suffered correspondingly. They seem to have reached the lowest point in the early summer, and since that have gradually improved.

The number of tons moved in 1874-'5 was 5,920,494, the West Wisconsin and M., L. S. and W. not being reported. The number moved in 1873 was 5,223,948, and in 1874, 5,019,388. Allowing the roads above-named their tonnage of 1874, the number of tons moved in 1874-'5 was greater than in 1874 by 1,112,920 tons. The tons of freight carried one mile in 1874-'5 was 760,850, 158, of which 232,580,091 tons were moved by the Chicago, Milwaukee and St. Paul, and 454, 546,468 tons by the Chicago and Northwestern.

The gross earnings on all the lines reported June 30, 1875, estimating the M., L. S. and W. the same as last year, amounts to \$28,887,400 23—of which the O., M. and St. P. earned \$7,464, 298.68, and the C. and N. W. \$12,597,094.61. The total earnings of the Wisconsin lines amounted to \$4,346,887.26. This is a decrease as compared with 1874 of \$2,218,132.65 on the total operated, and of \$818,313.52 on the total business done in Wisconsin. Of the \$28,887,400 23 gross earnings for 1874-'5, \$15,771,268.10 was from freight, \$5,625,281.07 from passengers, and \$1,990,851.06 from other sources. The net earnings of the total lines (4,875.26 miles for the year ending June 30, 1875,) were \$8,066,728.03, or \$1,624.68 per mile. The total net earnings to be credited to Wisconsin was \$2,018,226.50, or \$786.61 per mile of Wisconsin road. The average net earnings per mile (total mileage of 4,875.26 miles,) were \$0.00707; the average net earnings per passenger per mile, \$0.0035. As the data for these calculations are not complete, the figures should be considered only a close approximation to the exact amount. But two companies, the Chicago, Milwaukee and St. Paul and the Chicago and Northwestern, have paid dividends for some years past, and neither of these paid any dividend last year.

**Northern Pacific Railroad.**  
From a circular just issued by Mr. C. B. Wright, the President of the Company, we learn that in April, 1875, a receiver was appointed, and in June following the bondholders created a committee of their own number, which prepared a plan for reorganization, under which, on the 29th of September last, the said committee became the purchasers at a judicial sale, and the assenting bondholders preferred stockholders, who elected their own board of directors, who now manage and control the company. The road is in operation from Lake Superior to the Missouri river, 450 miles. At the Red river it connects, by lines of steamers, with the Canadian province of Manitoba. Its traffic is said to give good promise for the future. The Pacific Division is in operation from the Columbia river to Tacoma, the terminus on Puget Sound, a distance of 105 miles. At Tacoma coast steamers and the steamers navigating the Sound connect with trains running south to Columbia river, near the city of Portland, Oregon. The traffic on both divisions in 1875 shows gross receipts of the 655 miles of completed road of \$618,590. The net income was \$152,140.

Each mile of the road built has been accepted by

the Government, and this entitles the company, under the charter, to 10,800,000 acres of land. This land the company is selling to settlers at prices which thus far average about \$5 per acre. It is intended that the work of construction shall be resumed the present season. The equipment of the road is reported good, requiring no immediate expenditure in that direction. Nine-tenths of the bonds issued have been surrendered under the plan of reorganization, and are being converted into preferred stock. The small amount outstanding is gradually coming in. By May next it is believed the company will have 555 miles of equipped railroad, free from a bonded or floating debt, in operation. The certificates of preferred stock are now being issued in exchange for the 7.3 bonds at the rate of \$1,400 for every \$1,000 of the principal of the bonds, which includes interest thereon to July 1, 1878. This preferred stock is receivable at par for the company's lands east of the Missouri river. The preferred stock will be entitled to dividends at the rate of eight per cent per annum before the common stock is permitted to participate in dividends to any extent.

## Railroads of Illinois.

From the Report of the Railroad and Warehouse Commissioners of the State of Illinois for the year ending June 30, 1875, we learn that there were at that date of main line and branches within the State 7,109 miles. During the year closing June 30, 1875, 331 miles of main line and branches had been opened for business, exclusive of other roads in process of construction. There are but few miles of double track in the State. Nearly all the roads are provided with telegraph facilities; and it is claimed by railroad managers that with these, and good sidings, business can be transacted with nearly equal safety and dispatch, and at very greatly reduced expense.

Of the 881 miles of road opened during the year, 324½ miles are main track, built by the following companies:

	Miles.
Cairo and St. Louis.....	56½
Chicago, Danville and Vincennes.....	21
Chicago and Pacific.....	50
Chicago and Paducah.....	28
Illinois Midland.....	78
Paris and Danville.....	38
Baltimore, Pittsburgh and Chicago.....	6
Springfield and Northwestern.....	47
Total.....	324½

The remaining 6½ miles are attributed to corrected measurement, and road not previously reported.

Of the 50 companies reporting, all have the common gauge except the Cairo and St. Louis, which has a gauge of three feet.

The freight receipts of the entire line during the year amounted to \$71,575,583, against \$68,026,905.23 during the previous year, an increase of \$3,548,677.77.

The passenger receipts during the same time were \$26,992,498.31, against \$23,678,894.59 during the previous year, an increase of \$3,913,598.72.

The total earnings during the year amounted to \$105,945,788.59, against \$96,816,868.18 for the previous year, an increase of \$9,128,920.41.

The Chicago, Burlington and Quincy Railroad, alone, reported an increase in passenger receipts of \$1,104,909.73, and in freight receipts \$2,216.00. 28.

The average sum earned on each mile of road operated during the year, as reported to the

Board, was \$7,010 23, against \$7,551 in the preceding year, a decrease of \$530 77.

The earnings vary from \$20,046 29 on the Michigan Central, to \$701 30 on the Louisville, New Albany and St. Louis.

The cost of operating each mile of road, during the year, has amounted to \$4,349 24, against \$4,804 75 the preceding year, a decrease of \$455 51. This economy of management has effected a saving to the companies of more than \$6,000,000. The operating expenses have consumed 73 per cent of the gross earnings.

The operating expenses per mile vary from \$13,404 79 on the Michigan Central, to \$729 25 on the Chicago and Illinois Southern.

The amount of net earnings on all the roads is \$35,181,844 16, an increase over the preceding year of \$4,561,410 76.

The net earnings per mile are stated at \$2,822 89, being a decrease of \$59 35 as compared with the previous year.

The net earnings vary from \$7,036 88 per mile on the Pittsburg, Fort Wayne and Chicago, to \$142 24 on the Indianapolis, Bloomington and Western.

The Secretary of the Board, in his resume of the Report, of which the above is an abstract, says there seems to be in several places in the report a discrepancy in stating an increase of business, and at the same time a decrease of business per mile of road, and a decrease of business in Illinois, and then adds:

A more careful examination of the report shows the reason for all of these seeming discrepancies. The chief cause of this increase of business is, that about 2,000 miles of road have been added to that reported last year. Most of this increase in mileage lies without the State, but owned and operated by our own corporations. Almost all of it is new road, through a sparsely settled country, and doing but little business per mile, and in averaging the business reduces the gross receipts per mile. A reference to the report of the Chicago, Rock Island and Pacific Railroad Company shows this operation of thus averaging the business. That company report their gross receipts per mile at \$11,035, including all their road in this and adjoining States. They report that "the miles of railroad in Illinois is 29 per cent of the entire railroad owned by the company." They further report that the "earnings in Illinois are estimated at 51 per cent of the entire earnings of the road." This is equivalent to saying that each mile in Illinois earned over \$19,400, and the remainder of their road in the western states earned, on an average, about \$7,600 per mile.

The same calculation would show a similar result on the Chicago and Northwestern and the Chicago, Burlington and Quincy Railroads, whose miles of road in this State are of far greater value to them per mile than in the adjoining States.

This statement also applies to several other roads, and will explain the apparent discrepancies in the returns of many of the roads, and in the amount of business reported, as compared with the returns of former years; as also in the reports of gross and net earnings, as thus compared.

We have no doubt that the business in Illinois has been larger than ever before, but it has been spread out over more miles of road and reduced in the report by averaging, as shown above.

The Chicago, Rock Island and Pacific paid a dividend of eight per cent on its entire stock, and the Chicago, Burlington and Quincy ten per cent on its entire stock. The Lake Shore and Michigan Southern paid a dividend of ten per cent on its preferred stock, and three and a quarter per cent on its common stock. The Pittsburg, Fort

Wayne and Chicago paid a dividend of seven per cent on its preferred and common stock. The Ohio and Mississippi paid a dividend of seven per cent on its preferred stock. The Chicago and Alton paid a dividend of ten per cent on its preferred and common stock. The St. Louis, Alton and Terre Haute paid a dividend of 8 per cent on its preferred stock. The Illinois Central paid a dividend of 8 per cent on its common stock. The total amount of dividends paid was \$11,408,325, of which \$937,876 was on preferred stock. The eight roads mentioned represent \$169,485,707 of stock. The amount of stock upon which no dividend was declared is \$174,266,326.

Nineteen companies report an investment of \$743,467 54 in new equipment during the year as follows:

Chicago and Alton	.....	\$35,701 75
Chicago, Burlington and Quincy	.....	131,790 58
Chicago and Iowa	.....	48,600 00
Chicago, Milwaukee and St. Paul	.....	58,934 50
Chicago and Northwestern	.....	38,759 06
Chicago, Pekin and Southwestern	.....	18,444 06
Chicago, Rock Island and Pacific	.....	44,481 85
Evansville, Terre Haute and Chicago	.....	17,000 00
Illinois Central	.....	52,514 15
Indianapolis, Bloomington & Western	.....	850 00
Lake Shore and Michigan Southern	.....	109,018 24
Michigan Central	.....	28,953 74
Ohio and Mississippi	.....	2,082 07
Peoria, Pekin and Jacksonville	.....	380 72
Pittsburgh, Cincinnati and St. Louis	.....	18,245 80
Pittsburgh, Fort Wayne and Chicago	.....	883 45
Sycamore and Cortland	.....	9,000 00
Toledo, Wabash and Western	.....	81,301 89
Western Union	.....	69,545 88

\$743,467 54

From the returns made to the board, it appears that 1,315 miles out of 5,081 miles, or about 26 per cent of the entire main lines of the companies, are laid in steel. This is an increase of 518 miles in the last year.

A careful estimate shows the amount of passenger and freight business done on the lines of road within the State during the year to be equivalent to transporting 334,115,284 passengers one mile, and 1,549,118,018 tons of freight one mile. In the transaction of the above business, 16 passengers were killed and 36 injured, 61 employees were killed and 350 injured, and 109 "other persons" were killed and 182 injured—the latter through their own carelessness, inattention or misconduct.

#### Syracuse, Geneva and Corning Railroad.

At a meeting of the directors of the Syracuse, Geneva and Corning Railroad Company, held at the office of the Fall Brook Coal Company, in Watkins, some time since, the route of the proposed new road, which will connect Corning on the Erie, with Geneva on the New York Central, was established by a vote of ten to two, on what is known as the eastern survey line, via: Post Creek, Beaver Dams, Townsend, Watkins, Dundee, Himrods and Dresden. Northward from Watkins the route will pass between Rock Stream and Reading Centre to Dundee, and thence in a right line to Geneva, crossing the Northern Central at Himrods. The directors of the road are: Edward Munson, Bradford; Hon. Charles B. Walker and Stephen T. Hayt, Corning; E. D. Worcester, New York; William T. Hamilton, Frank Hiscock and Patrick Lynch, Syracuse; General George A. Magee, Daniel Beach and John Lang, Watkins; D. A. Ogden, Penn Yan; and Alonso H. Gorlow and Alexander Olcott. It is the intention of the directors to have the road completed by the 1st of next September.

By this new road the bituminous coal fields of

Tioga county, Pa., will be brought within 100 miles of the central part of our State, at Geneva, the distance from Corning being fifty-seven miles. Sodus point, whence distribution on the lakes and to Canada would occur is about thirty miles from Geneva. Newark, lying between, about fourteen miles from Geneva, is a point where the air line of the New York Central and Hudson River Railroad might receive its supplies of coal. The mutual interest of the New York Central Railroad and the owners of the Blossburg mines in this new road is thus apparent. The attention of our merchants is invited to this road, because it will be likely to interrupt the monopoly of Tioga county trade by introducing Syracuse as a competitor. A connection of Syracuse with Atrium, in Tioga county, Pa., and Pittsburg with Driftwood, on the Philadelphia and Erie Railroad, would leave but a short gap between Atrium and Driftwood to be spanned to enable Syracuse to secure the trade of the counties in Pennsylvania south of Olea—trade, through former associations, tending eastward. The importance of finishing our own Rochester and State Line and Rochester, Nunda and Pennsylvania Railroads is thus indicated, and the question arises: if other roads, with less local traffic and less favorable terminal prospects are deemed advisable by good judges, why not push ours to completion?—Coal Trade Journal.

#### National Railroad Company.

The charter of the National Railroad Company, which was incorporated by the act of 1872, chapter 378, and numbered among its incorporators Henry D. Cooke, of Jay Cooke & Co., and A. R. Shepard, of Washington, D. C., having lapsed through failure of the company to comply with some of the conditions of the act, Senator Brewer has obtained leave to introduce a bill into the Maryland Legislature to revive it. The act of 1872 provided for the road to run between Washington and Harrisburg, through or near Brookville, Montgomery county. The new charter will provide that the road may connect with any roads in Pennsylvania, not giving it any specific terminus. It is said the intention is to connect it with the Frederick and Pennsylvania Line Railroad running from Frederick to Littlestown, and also to connect it with the contemplated Harrisburg and Potomac Railroad.

■ A decision was rendered in favor of the Westinghouse air brake patents, in the U. S. Circuit Court at Cleveland, Ohio, on the 5th inst., by Judge Weller. The Judge sustained the validity of the Westinghouse patents on all the claims, twelve in number, against the Gardner & Ransom Air Brake Company, holding that the defendants had infringed on the claim, and he ordered an injunction and account. Justice Swayne concurred in the decision.

■ The value of articles exported from Philadelphia during the month of January amounted to \$8,495,484, an increase of \$1,849,391 over the value of the shipments during January, 1875. Among the principal articles shipped were 4,206,069 gallons petroleum, 2,800,294 pounds cotton, 2,341,175 do. oil cake, 5,894,382 do. bacon and hams, 1,751,075 do. lard, 1,229,071 do. tallow, 287,508 do. tobacco leaf, 187,125 bushels wheat, and 849,673 do. of corn.

■ It is expected that the Scioto Valley Railroad will be in running order to Circleville, Ohio, on the first day of March.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* ... 100	\$3,280,000	J. & J.	Jan. '76 24	Long Island ... 50	8,000,000	M. & S.	May '73 10	Vermont and Mass ... 100	\$2,860,000	A. & O.	Oct. '75 2
Allegheny Valley ... 50	2,236,350	"	"	Louisv. Cinc. and Lex ... 50	1,923,485	J. & J.	July '69 3	Warren (N. J.) ... 100	1,300,000	J. & D.	Dec. '75 3
Atlanta and West Point ... 100	1,282,300	J. & J.	July '76 3	" pref. 100	848,700	J. & J.	Jan. '74 4	Warwick Valley ... 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf ... 100	3,693,200	"	"	Louisville & Nashville ... 100	8,980,800	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '76 4
" " Guar ... 100	736,476	M. & N.	Nov. '73 24	Louisv. N. Alb. & Chi ... 100	3,000,000	J. & D.	Dec. '70 2	West Jersey ... 100	1,559,750	F. & A.	Feb. '74 4
Atlantic and St. Law* ... 100	16,494,900	M. & S.	Sept. '75 8	Lowell and Lawrence ... 100	200,000	A. & O.	Apr. '75 2	Winchester & Potomac* 100	180,000	J. & J.	Jan. '76 2
" " new 1870.100	1,500,000	"	"	Lykens Valley ... 100	600,000	F. M. A. N.	Aug. '75 24	Winchester & Strasburg* 100	500,000	J. & J.	July '75 24
Avon, Genesee & Mt. M* ... 100	225,000	A. & O.	Jan. '75 ..	Maine Central ... 100	2,500,000	J. & J.	July '73 3	Worcester and Nahash. 100	1,759,800	J. & J.	Jan. '76 3
Baltimore and Ohio ... 100	18,151,932	M. & N.	Nov. '75 5	Manchester and Law ... 100	1,000,000	"	"				
Washington Br. ... 100	1,650,000	A. & O.	Apr. '76 5	Marietta & Cincinnati ... 50	1,408,912	"	"	HORSE-POWER R. R.			
Berkshire* ... 100	600,000	J. & D.	Dec. '72 24	" 1st pref. 50	8,130,179	M. & S.	Sep. '66 3s	Albany City ... 100	110,300	"	"
B'rossburg & Corning* ... 50	250,000	M. & N.	Dec. '75 3	" 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s	Baltimore City ... 25	800,000	"	Jan. '76 4
Boston and Albany ... 100	20,000,000	J. & J.	Jan. '76 3	Memphis & Charleston* 25	5,312,725	F. & A.	Feb. '75 3	Bleeker St. & F. Fy. (N.Y.) 100	900,000	"	"
Boston and Lowell ... 50	3,200,000	M. & N.	Jan. '76 3	Michigan Central ... 100	18,733,204	J. & D.	Jan. '69 8	Boston and Chelsea ... 100	110,000	A. & O.	Oct. '75 4
Boston and Maine* ... 100	9,921,274	M. & N.	Jan. '75 4	Mill Creek & Minehill* 50	823,375	J. & J.	Jan. '76 5	Broadway (Brooklyn) ... 100	200,000	J. & J.	Jan. '75 5
Boston and Providence* 100	4,000,000	M. & N.	Nov. '75 4	" " pref. 100	12,274,483	F. & A.	Aug. '74 3d	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '75 3
Buffalo, N. Y. and Erie* ... 100	950,000	F. & A.	Aug. '74 24	M. Hill & Schuyl. Haw* 50	3,856,450	J. & J.	Jan. '76 24	Brooklyn City ... 100	1,500,000	F. M. A. N.	Aug. '75 3
Burlington and Mo. Riv. 100	5,251,203	M. & S.	Sept. '75 5	Morris and Essex* ... 50	14,008,100	J. & J.	Jan. '76 24	Brooklyn City & Newl. 100	600,000	J. & J.	July '70
" " pref. 100	1,485,900	M. & S.	Jan. '76 24	Nausha and Lowell ... 100	800,000	M. & N.	Nov. '74 4	Brooklyn and Jamaica ... 100	488,100	"	"
Camden and Amboy* ... 100	5,847,100	M. & N.	Jan. '76 24	Naugatuck ... 100	1,882,900	F. & A.	Aug. '75 5	Bushwick (Brooklyn) ... 100	302,000	J. & J.	July '71 3
Camden and Atlantic* ... 50	377,400	M. & N.	Jan. '76 24	Nesquonhing Valley* 50	1,000,000	M. & S.	Oct. '75 5	Cambridge ... 100	800,500	A. & O.	Oct. '67 24
Cape Cod ... 60	1,020,830	J. & J.	Jan. '72 24	Newark and N. York* ... 100	977,400	J. & J.	Jan. '75 24	Cen. Park. N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Cape May and Millville* 50	447,000	J. & D.	June '76 4	N. Bedford ... 100	1,078,500	M. & N.	Nov. '74 5	Citizens' (Phil.) ... 50	500,000	J. & J.	Jan. '76 9
Catasauquon & Fogelsv. 50	426,900	Novemb.		N. Castle & Beaver Val* 50	1,800,000	J. & J.	Oct. '75 24	Coney Island & Erookl. 100	500,000	"	Nov. '71 7
" " pref. 50	1,159,500	"	"	N. Haven & Northamp. 100	605,000	J. & J.	Oct. '74 3	D. Dock, R. P'd. & Bat. 100	1,200,000	F. M. A. N.	Aug. '75 2
" " 2d pref. 50	2,000,000	M. & N.	Nov. '72 24	New Jersey* ... 100	7,295,200	J. & J.	Jan. '76 24	Eight Avenue (N.Y.) ... 100	1,000,000	J. & J.	Jan. '75 6
Cayuga and Susq* ... 50	582,110	J. & J.	July '75 4	New London Northern* 100	1,418,800	J. & J.	Jan. '76 2	Elizabeth and Newark ... 100	200,000	"	"
Cedar Rapids and Mo. R. 100	6,550,400	F. M. A. N.	Feb. '76 1	N. Y. & N. H. and Harf* 100	15,500,000	J. & J.	Jan. '76 5	42nd St. & G. St. Ferry ... 100	748,000	M. & N.	May '75 5
" " pref. 100	769,000	F. & A.	Feb. '76 1	N. Y. Provid. & Boston ... 100	2,500,000	J. & J.	Jan. '76 3	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '76 5
Central of Georgia ... 100	4,636,800	J. & J.	July '75 3	North Carolina* ... 100	1,000,000	J. & J.	Jan. '76 3	Germantown (Ph.) ... 50	1,00,000	J. & J.	Jan. '76 4
Central of New Jersey ... 100	20,000,000	quarterly		N. Eastern (S.C.) pref. 100	96,000	M. & N.	May '67 4	Girard College (Ph.) ... 50	500,000	J. & J.	July '71 3
Central Ohio* ... 50	2,425,000	J. & D.	Dec. '75 3	N. North Pennsylvania ... 50	3,806,500	F. & A.	Feb. '76 3	Grand St. and Newton ... 100	170,000	J. & J.	July '71 2
Central Pacific ... 100	54,275,500	A. & O.	Oct. '75 4	N. Northern Central ... 50	5,842,000	J. & N.	July '74 5	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '76 4
Chamounix* ... 100	880,000	J. & J.	July '76 14	N. O. & H. & Harf* 100	15,500,000	J. & J.	Jan. '76 5	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Cheshire, preferred ... 100	2,155,300	M. & S.	Sept. '76 4	N. Y. Bridge & Canand* 100	1,000,000	J. & J.	Jan. '76 3	Highland ... 100	200,000	M. & N.	Nov. '75 4
Chicago and Alton* ... 100	8,929,900	M. & S.	Sept. '75 4	North Carolina* ... 100	4,900,000	J. & J.	Jan. '76 3	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '71 6
" " pref. 100	2,425,400	J. & J.	Jan. '76 24	N. Eastern (S.C.) pref. 100	96,000	M. & N.	May '67 4	Lynn and Boston ... 100	200,000	"	"
Chicago, B. & Quincy* 100	19,898,910	M. & S.	Jan. '76 24	N. North Pennsylvania ... 50	3,806,500	F. & A.	Feb. '76 3	Malden and Melrose ... 100	200,000	"	"
Chicago, Iowa & Nebraska* 100	3,916,200	M. & S.	Jan. '76 24	N. Northern Central ... 50	5,842,000	J. & N.	July '74 5	Metropolitan (Boston) ... 50	1,500,000	J. & J.	Jan. '76 4
Chicago and N. Western* 100	14,994,900	J. & D.	Dec. '72 24	N. O. & H. & Harf* 100	15,500,000	J. & J.	Jan. '76 5	Middlesex (Boston) ... 100	100,000	M. & N.	Nov. '75 3
" " pref. 100	21,455,853	J. & J.	July '76 24	N. Y. Provid. & Boston ... 100	2,500,000	J. & J.	Jan. '76 3	Ninth Avenue (N.Y.) ... 100	197,320	"	"
Chicago, R. I. & Pacific* 100	26,000,000	A. & O.	Oct. '75 4	N. Y. Bridge & Canand* 100	1,000,000	J. & J.	Jan. '76 3	Orange and Newark ... 100	282,556	"	"
Cin. Ham. & Dayton* ... 100	8,500,000	A. & O.	Apr. '78 4	North Carolina* ... 100	4,900,000	J. & J.	Jan. '76 3	Philadelphia City ... 50	500,000	J. & J.	Jan. '76 4
Cin. Sand. and Clev.* ... 50	2,980,550	M. & N.	Dec. '72 10s	North Pennsyl. 50	1,000,000	J. & N.	May '67 4	Philadelphia and Darby 20	200,000	M. & N.	Jan. '76 4
" " pref. 50	413,150	F. & A.	Feb. '76 8	Paterson and Hudson* 100	1,600,000	J. & J.	Jan. '76 4	Philadelphia and Darby 20	200,000	M. & N.	Jan. '76 4
Clev. Col. Cin. & Ind. 100	14,991,275	M. & N.	May '74 3	Paterson and Ramapo* 100	243,000	J. & J.	Jan. '76 4	Phil. and Grey's Ferry 50	284,775	J. & J.	July '75 2
Cleveland & Mahoning* 50	2,057,589	M. & N.	Dec. '75 2	Paterson and Ramapo* 100	342,000	J. & J.	Jan. '76 4	Second Avenue (N.Y.) ... 100	888,100	J. A. J. O.	July '75 2
Col. Ohio. & Ind. Cen.* 100	13,000,000	F. M. A. N.	Dec. '75 2	Pawtucket & W. Chi. 100	1,714,250	J. & J.	Jan. '76 24	Second & Third St. (Ph.) 100	982,100	J. & J.	July '75 2
Columbus and Xenia* 50	1,786,800	F. & A.	Feb. '76 4	Pennsylvania* ... 100	6,135,750	J. & J.	Jan. '76 24	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Colum. & Hocking Val. 100	2,500,000	M. & N.	Nov. '75 6	Pensacola* ... 100	7,000,000	J. & N.	Jan. '76 3	Sixth Avenue (N.Y.) ... 100	1,170,000	F. M. A. N.	Nov. '75 24
Concord and Ports* ... 100	1,600,000	J. & J.	Jan. '76 24	Paterson and Newark* 100	232,000	J. & J.	Jan. '76 4	13th & 15th street (Ph.) 50	600,000	J. & J.	Jan. '76 2
Conn. & Passumps. Riv. 100	2,100,000	F. & A.	Dec. '75 2	Paterson and Ramapo* 100	243,000	J. & J.	Jan. '76 4	23rd street (N.Y.) ... 100	600,000	J. & J.	Jan. '75 4
Conn. and Hous. Riv. 100	2,100,000	J. & J.	Jan. '76 24	Pemb. & Hightown* 50	342,160	J. & J.	Jan. '76 3	Somerville (Boston) ... 100	98,000	M. & N.	Nov. '75 3
Cumberland & Susq* ... 50	1,292,950	A. & O.	Oct. '75 5	Pennsylvania* ... 100	68,144,475	J. & J.	Feb. '76 12	South Boston ... 50	450,000	quarterly	"
Danbury and Newrwl. 50	243,000	A. & O.	Dec. '75 4	Peoria & Bureau* 100	1,200,000	F. & A.	Aug. '75 4	Union (Boston) ... 100	374,800	J. & J.	Jan. '76 5
Del. Lackaw. & Westn. 50	23,500,000	quarterly		Philadelphia and Erie* 50	6,004,300	J. & J.	Aug. '75 4	Union (Phila.) ... 50	400,000	J. & J.	Jan. '76 8
Detroit & Milwaukee* 50	822,440	"	"	" " pref. 100	2,000,000	J. & J.	July '75 4	West Philadelphia ... 50	400,000	J. & J.	Jan. '76 10
" " pref. 50	2,095,000	J. & D.	Dec. '69 7	Phil. Ger. & Norrlawn* 50	1,626,250	M. J. S. D.	Dec. '75 3	CANALS.			
Dubuque & Sioux City* 100	5,000,000	A. & O.	Oct. '75 3	Philadelphia & Reading 50	32,725,775	J. & D.	June '75 2	Chesapeake and Delaware 50	1,983,563	J. & D.	June '75 2
East Pennsylvania* ... 50	1,509,200	J. & J.	Jan. '76 3	Phil. and Trenton* 100	1,259,100	F. & A.	Ang. '75 4	Chesapeake and Ohio ... 25	8,239,594	"	"
East Mahanoy* ... 50	392,950	J. & J.	July '72 2	Phila. Wil. & Balt. 50	1,536,250	J. & J.	Feb. '75 8	Delaware Division ... 50	1,633,350	F. & A.	Feb. '75 8
Eastern (Mass.) ... 100	4,991,900	J. & J.	July '72 2	Ridge & Gaston* 100	1,500,000	J. & J.	Jan. '76 4	Delaware and Hudson ... 100	20,000,000	F. & A.	Feb. '75 8
Eastern (N. H.) ... 100	492,500	J. & J.	July '73 3	Rensselaer & Saratoga* 100	6,000,000	J. & J.	Jan. '76 4	Delaware and Raritan* 100	5,847,400	quarterly	"
Elkhorn Branch, (Pa.) ... 50	118,850	M. & N.	May '75 5	Roch. & Genesee Val* 100	555,200	M. & N.	July '75 4	Erie of Pennsylvania* 50	64,000	"	"
Elkhorn Extension* ... 100	4,000,000	J. & J.	Aug. '76 7	Rome Water. and Ogd. 100	2,998,900	J. & J.	July '75 3	Lehigh Coal & Navigat. 60	9,949,900	J. S. D. M.	Dec. '75 2
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '76 24	Rutland* ... 100	4,747,700	F. & A.	Feb. '75 3	Monongahela Navigat. 60	1,003,500	F. & A.	July '75 4
Houston, pref. ... 100	1,180,000	quarterly		" " preferred ... 100	4,168,700	F. & A.	Feb. '76 12	Morris (consolidated) ... 100	1,026,000	F. & A.	Feb. '76 2
Huntingdon & B'd Top* 50	886,000	"	"	St. Croix and Penobscot* 100	100,000	J. & J.	July '71 2	Pennsylvania* ... 50	1,175,000	F. & A.	Feb. '76 5
" " pref. 50											

## RAILROAD EARNINGS—MONTHLY.

Atlantic & Pacific :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1873.	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,673
1874.	341,995	323,055	396,286	398,308	423,685	404,560	395,593	459,854	498,413	539,400	406,900	.....	.....
Central Pacific :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1872.	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,281,623	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.	848,558	804,044	982,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,532,814
1875.	963,933	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	1,561,000	1,606,000	1,508,000	1,279,000	16,970,018
1876.	961,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	382,604	5,156,836
1873.	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
Chicago and Northwestern :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870.	706,025	753,732	852,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.	655,428	602,482	774,994	787,641	1,094,101	952,599	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.	774,856	714,123	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	889,780	18,272,645
1873.	752,468	765,249	967,258	1,034,023	1,256,472	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,865,726	1,030,027	13,361,689
1875.	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870.	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	906,313	791,014	529,758	7,420,421
1871.	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.	460,986	387,565	426,323	474,188	580,433	594,769	488,348	565,729	811,961	950,945	702,833	513,787	6,957,771
1873.	334,715	423,716	555,287	574,258	805,803	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
Clev., Col., Cin. & Ind. :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1869.	204,112	180,840	239,523	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.	203,069	226,897	244,183	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.	340,791	320,023	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	368,743	4,462,625
1873.	363,931	413,043	448,924	913,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.	378,408	292,730	328,537	352,932	317,881	345,188	338,572	418,781	387,376	409,237	353,564	325,399	4,248,606
Erie :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.	1,065,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.	1,326,505	1,329,423	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,685	19,548,617
1874.	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,998	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,099	.....	.....	.....	.....
Illinois Central :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	756,436	688,131	8,401,142
1872.	537,430	531,627	575,393	559,871	648,956	689,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,731
1875.	551,534	458,158	586,188	586,716	684,764	599,928	702,754	651,303	737,834	841,432	787,854	682,098	7,392,901
Kansas Pacific :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.	133,673	152,264	267,411	303,915	306,944	266,066	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.	189,606	191,738	300,753	322,875	341,843	322,559	329,638	357,303	349,468	449,418	314,513	223,240	3,693,183
1873.	150,567	194,796	300,719	352,300	332,764	312,814	323,231	328,189	333,785	392,510	266,317	201,492	3,498,160
1874.	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870.	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,369	1,243,594	14,898,449
1872.	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,196	1,433,735	1,572,693	19,414,509
1874.	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,966	17,146,131
Marietta & Cincinnati :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1872.	155,983	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,666	2,029,164
1873.	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
Michigan Central :	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.	418,755	442,665	486,980	470,703	480,847	427,096	429,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.	411,113	384,068	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	582,548	6,069,534
1874.	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.	423,475	372,988	513,564	480,280	455,209								

## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.			Market Price.	Interest.	Amounts outstanding.	Interest.			Market Price.	
		Rate.	Payable.	When Payable.				Rate.	Payable.	When Payable.		
<b>National Securities, Feb. 1, 1876.</b>												
Loan of June 14, 1858.....	registered	\$200,000	5	Jan. & July.	1874	...	Massachusetts—(\$29,465,204):	650,000	5	Jan. & July.	1894	...
Loan of February 8, 1901.....	registered	13,794,000	6	Jan. & July.	1880	122	... Lunatic Hospital Loan, 1874.....	400,000	5	"	1894	111
... coupon		4,621,000	6	"	1880	122	... Harbor Land Improvement bonds, 1874.....	220,000	5	May & Nov.	1880	111
Oregon War Bonds of March 2, 1861.....	coupon	945,000	6	Jan. & July.	1881	...	... Back Bay Land bonds, 1861 and 1862.....	1,850,000	6	Jan. & July.	75-76	115
Loan of July 17, and Aug. 5, 1861.....	registered	125,903,500	6	Jan. & July.	1881	122	... Union Defense Loan, 1861.....	50,000	5	June and Dec.	77-78	...
... coupon		65,417,500	6	"	1881	122	... Union Defense Loan, 1862.....	888,000	5	Jan. and July.	1883	111
Loan of Feb. 26, 1862 (5-200).....	registered	...	6	May & Nov.	1882	...	... Coast Defense Loan, 1863.....	8,380,244	5	"	1894	...
... coupon		...	6	"	1882	...	... Bounty Fund Loan, 1863 and 1864.....	999,944	5	"	1899	...
Loan of March 8, 1863.....	registered	53,594,850	6	Jan. & July.	1881	122	... War Fund Loan, 1869.....	10,971,902	5	Various.	88-94	109
... coupon		21,305,350	6	"	1881	122	... Troy & Greenfield R. R. & Tunnel Loan, B. H. & Erie R. R. Loan.....	3,599,020	5	Jan. & July.	1900	...
Loan of March 3, 1864 (5-200).....	registered	...	6	May & Nov.	1884	...	Michigan—(\$1,604,000):	105,000	6	"	1878	102
Loan of June 30, 1864 (5-200).....	registered	11,705,050	6	"	1884	114	... Renewal Loan bonds, 1858.....	1,032,000	6	"	75-83	104
... coupon		14,670,950	6	"	1884	114	... Two Million Loan bonds, 1863.....	366,000	7	May & Nov.	1890	108
Loan of March 3, 1865 (5-200).....	registered	35,969,450	6	May & Nov.	1886	118	... Waukegan Loan bonds, 1865.....	250,000	7	Jan. & July.	77-79	...
... coupon		118,535,400	6	"	1886	117	Minnesota—(\$2,755,000):	230,000	7	"	83-93	...
... 2d series (5-200).....	registered	59,531,000	6	Jan. & July.	1886	119	... State Buildings Loan, 1867 to 1869.....	2,275,003	7	"	1887	...
... 3d series (5-200).....	registered	142,132,100	6	"	1886	119	... State Buildings Loan, 1873, coupon.....	250,000	7	Jan. & July.	77-79	...
... 4th series (5-200).....	registered	89,390,550	6	Jan. & July.	1887	121	... Railroad Aid bonds, 1858 (repudiated). Missouri—(\$17,839,000):	230,000	6	Jan. & July.	79-81	103
... coupon		221,231,906	6	"	1887	121	... State Debt Proper, 1865 and 1868.....	1,038,000	6	"	84-95	103
... 5th series (5-200).....	registered	14,557,000	6	Jan. & July.	1888	123	... Consolidation bonds, 1868.....	889,781	6	Jan. & July.	78-81	102
... coupon		22,816,500	6	"	1888	123	... Funding Bonds, 1874.....	1,100,000	6	"	94-95	103
Loan of March 8, 1864 (10-400).....	registered	141,705,550	5	Mar. & Sept.	1904	116	... Railroad Aid bonds, 1858-66.....	15,838,000	6	"	78-81	103
... coupon		52,559,750	5	"	1904	119	... State Institution bonds, 1872 to 1874.....	505,000	6	"	92-94	102
Consols of July 14, '70 & Jan. 20, '71.....	registered	219,322,100	5	F. M. A. & N.	1881	117	Nevada—(\$100,000):	...	...	...	...	...
... coupon		273,836,350	5	"	1881	117	... Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	...
Debt matured and without interest (var.).....		9,269,760	...	Due	...	...	... War Loan (tax free) bonds, 1861.....	1,000,900	6	"	76-84	108
Navy Pension Fund of July 23, 1868.....	(cur.)	14,000,000	3	Irred.	...	...	... War Loan (tax free) bonds, 1863.....	900,900	6	"	86-96	...
Certificates of Indebtedness 1870.....	(cur.)	...	4	...	1875	...	... War Loan bonds, 1864.....	593,400	6	"	97-102	...
Pacific R. R. Bonds (registered).....	(currency)	64,823,512	6	Jan. & July.	'96-'99	125	New Hampshire—(\$3,724,100):	418,000	6	Jan. & July.	75-78	107
United States Notes.....		411,973,140	nd	...	...	...	... War Loan Bonds, of 1861.....	600,000	6	Mar. & Sept.	84-89	...
Fractional Currency.....		45,864,382	nd	...	...	...	... State bonds, 1873.....	500,000	6	Jan. & July.	79-80	102
<b>State Securities, latest dates.</b>							... Equalization (Municipal) bonds, 1872.....	2,206,100	6	"	92-95	107
<b>Alabama—(\$21,570,810):</b>							... War Loan (tax free) bonds, 1861.....	1,000,900	6	"	76-84	108
Bonds (old), extended.....		2,582,800	5	May & Nov.	'86-'92	304	... War Loan (tax free) bonds, 1863.....	900,900	6	"	86-96	...
Bonds (new), 1866, '68 '72 and '73.....		2,212,700	6	Jan. & July.	'86-'93	301	... War Loan bonds, 1864.....	593,400	6	"	97-102	...
Bonds (new), 1874.....		341,000	7	"	1894	...	New York—(\$21,776,787):	...	...	...	...	...
R. R. Loans (\$2,300,000) & endorsements.....		16,051,000	8	"	'90-'91	...	... Bounty Loan bonds, coupon.....	1,057,000	7	"	1877	104
<b>Arkansas—(\$12,738,086):</b>							... Bounty Loan bonds, registered.....	14,855,000	7	"	1877	104
Bonds (Funding), 1869 and 1870.....		3,050,000	6	Jan. & July.	1890	45	... State (Deficiency) Stock, '88, part at will.....	1,809,667	5	J. A. J. & O.	1875	114
Levee bonds (warrants), 1871.....		1,460,000	7	"	1900	...	... State (Deficiency) Stock, 1838.....	889,781	6	"	1878	114
Deficiency Bonds, 1872.....		300,000	7	"	1882	...	... Canal Stock (old).....	473,000	6	June & Dec.	1875	114
Bonds for \$2,500,000, 1875.....		7	"	1905	...	... Canal Stock (old).....	880,000	6	"	1877	115	
Railroad Aid bonds, 1869 and 1870.....		5,800,000	7	April & Oct.	1900	18	... Canal Stock, 1872.....	1,562,200	6	Jan. & July.	1867	115
<b>California—(\$3,396,500):</b>							... Canal Stock, 1873.....	847,500	6	"	1883	116
Civil (S. F.) bonds, 1857 and 1860.....		75,500	7	Jan. & July.	'77-'80	115	... Canal Stock, 1874.....	4,362,600	6	"	1891	1.9
Relief Fund bonds, 1863.....		95,500	7	"	1883	...	... Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	...
State Capitol bonds, 1870 to 1872.....		500,000	7	"	1886	...	North Carolina—(\$28,419,045):	4,738,800	6	Jan. & July.	75-96	17
Funding bonds, 1873.....		2,501,000	7	"	1893	...	... Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.	75-98	17
<b>Connecticut—(\$6,014,000):</b>							... Railroad and Improvement (old) bonds.....	2,382,000	6	Jan. & July.	75-98	9
War Loan bonds (10-20 yrs), 1861.....		508,900	6	Jan. & July.	1881	106	... Railroad and Improvement (new) bonds.....	1,696,000	6	April & Oct.	75-85	10
War Loan bonds (20 yrs), 1863 and '64.....		2,195,500	6	"	1883	...	... Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	10
War Loan bonds (10-30 yrs), 1854.....		568,500	6	April & Oct.	1884	...	... Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	10
War Loan bonds (20 yrs), tax free, 1865.....		1,741,100	6	"	1885	...	... Special Tax bonds.....	11,407,000	6	"	98-99	34
<b>Delaware—(\$1,231,000):</b>							Ohio—(\$7,988,205):	...	...	...	...	...
State bonds to railroads, etc.....		1,231,000	6	Jan. & July.	1886	...	... Loan (sinking fund), 1850.....	1,473,115	6	Jan. & July.	1875	...
<b>District of Columbia—(\$12,790,000):</b>							... Loan (sinking fund), 1860.....	4,072,610	6	"	1881	165
Improvement (gold) bonds, 1872.....		4,000,000	6	Jan. & July.	1892	...	... Loan (sinking fund), 1856.....	2,400,000	6	"	1886	110
Improvement (cur.) bonds, 1873.....		790,000	7	"	1893	...	Oregon—(\$246,027):	...	...	...	...	...
Funding bonds, 1874, (guar. by U. S.).....		10,594,550	3.5	Feb. & Aug.	1924	712	... Bounty and Relief bonds.....	46,027	7	"	75-84	...
<b>Florida—(\$8,451,707):</b>							... Willamette Canal and Lock bonds, 1870	200,000	7	"	1890	...
State bonds, 1871.....		356,000	7	Jan. & July.	1891	...	Pennsylvania—(\$4,668,635):	...	...	...	...	...
Consolidated (gold) bonds of 1873.....		509,200	7	"	1903	...	... Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104
Loan (J. P. & M. R. R.) gold bonds, 1870.....		4,000,000	8	"	1890	...	... Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	103
<b>Georgia—(\$10,823,900):</b>							... Loans, May '52 & Apr. '52, reg. & coup.....	3,640,500	5	Feb. & Aug.	77-78	103
Bonds to Atlantic and Gulf R. R. ....		1,000,000	6	Feb. & Aug.	'75-'80	94	... Stock Loan of Feb. 2, 1867, 2d series.....	7,890,550	6	"	1877	103
Bonds, act March 12, 1866.....		8,600,000	7	Jan. & July.	1886	...	... Stock Loan of Feb. 2, 1867, 3d series.....	9,271,860	6	"	1882	113
Bonds (gold), act Sept. 1870.....		2,098,000	7	J. A. J. & O.	1890	102	... Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser. ....	434,850	5	"	12-92	...
Bonds (gold), act Oct. 1870.....		1,886,000	7	April & Oct.	1890	102	... Agricultural College Land Scrip, 1872.....	500,000	6	April & Oct.	1876	...
Bonds (gold), 1866.....		1,200,000	8	"	'75-'86	...	Rhode Island—(\$2,638,000):	...	...	...	...	...
Bonds to Brunswick & Albany R. R., '70		1,500,000	7	June & Dec.	1890	...	... War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	103
Railroad aid bonds (endorsed), 1870 & '71		7,545,900	var.	Various.	'90-'91	101	... War Loan bonds of 1863 and 1864.....	1,619,000	6	Var.	1882	103
<b>Illinois—(\$1,689,045):</b>							... War Loan bonds of 1865 to 1864.....	...	...	...	...	...
Interest bonds, 1847.....		940,445	6	Jan. & July.	1878	...	South Carolina—(\$14,637,206):	...	...	...	...	...
Refunded Stock bonds, 1859.....		320,000	6	"	1878	...	... State House Stock, 1866 to 1861.....	944,918	6	Jan. & July.	77-89	38
Chicago Relief bonds, 1871.....		250,000	6	May & Nov.	1881	...	... State House bonds, 1868 and 1864.....	287,000	6	"	71-80	...
<b>Indiana—(\$10,000):</b>							... Blue Ridge R. R. bonds, 1854.....	867,000	6	"	75-79	...
Temporary Loan bonds, 1873.....		910,000	7	April & Oct.	1876	...	... Funding Stock and bonds, 1866.....	884,112	6	"	87-97	36
<b>Iowa—(\$643,000):</b>							... Funding Stock and bonds, 1868-69.....	3,764,860	6	J. A. J. & O.	82-89	34
War and Defense bonds, 1861.....		300,000	7	Jan. & July.	1881	...	... Land Commission bonds, 1869 and 1870.....	261,000	6	Jan. & July.	1889	38
<b>Kansas—(\$1,336,176):</b>							... Fire Loan Stock of 1888.....	292,641	6	J. A. J. & O.	1889	38
Funding &c. bonds 1863 to 1864.....		101										

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	When.	Where.	Due.	Price
			When.	Where.	Due.				When.	Where.	Due.							
Adirondack:	\$																	
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1890	...	Blue Ridge, (S. Car.):	\$										
Alabama and Chattanooga:							1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	...					
1st Mortgage, guar. by Ala. ....	5,200,000	8*	Jan. & July.	New York.	1880	...	Boston and Albany:	5,000,000	7	Feb. and Aug.	Boston.	91-92	110					
2d Mortgage.....	2,673,000	8	"	"	1889	...	Currency bonds of Feb. 1, 1872.											
Receiver's Bonds.....	1,200,000	7	"	"	"	...	Boston, Clinton and Fitchburg:	400,000	6	Jan. & July.	Boston.	1884	86					
Alabama and Georgia:							1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	86					
1st Mortgage, guar. by Ala. & Ga. ....	16,000,000	8	Jan. & July.	New York.	1891	...	1st Mortgage (Equalization).....	245,000	7	"	"	1889	92					
Alabama Central:							1st Mortgage (Consolidation).....	252,000	7	"	"	1890	92					
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	...	Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1891	90					
Albany and Susquehanna:							Boston, Concord and Montreal:											
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	115	Sinking Fund Mortgage.....	543,000	8	Jan. and July.	Boston.	1889	87					
2d Mortgage.....	2,000,000	7	April & Oct.	"	1888	105	Consol. Mortgage for \$2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893	103					
3d Mortgage.....	434,000	7	May & Nov.	"	1881	101		344,500	7	"	"	1893	...					
Albany Loan.....	633,000	6	"	"	1895	...	Boston, Hartford and Erie:											
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	...					
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1890	...	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	194					
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	194					
General Mortgage.....	3,967,000	7	Jan. & July.	New York.	1890	97	Mass. L. sec'd by \$4,000,000 Her.)	3,600,000	7*	"	"	1899	...					
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1890	95	Boston and Lowell:											
1st M. E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	95	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	...					
Funding Income Bonds (guar.)	5,000,000	7*	"	"	1894	49	Bonds of 1872 for \$1,000,000....	990,300	7	"	"	1892	98					
American Central:							Boston and Maine:											
1st Mort., guar. by C. B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	Bonds of 1893 (coup. and reg.)	3,200,500	7	Jan. and July.	Boston.	1892	100					
Androscoggin:							Boston and New York Air Line:											
1st Mortgage (Bath Loan).....	425,000	8	Jan. & July.	Bath, Me.	1891	...	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1893	103					
Arkansas Central (narrow gauge):							Boston and Providence:											
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	...	Bonds to purchase P. W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	108					
Ashatabula, Youngstown & Pitts.							Brunswick and Albany:											
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	...	1st Mort. (gold) end. by Ga. tax fr.	3,620,000	6*	Apr. and Oct.	New York.	1908	...					
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	...	2d Mort. sinking fund gold.....	2,850,000	7*	"	"	1893	...					
Atchison and Nebraska:							Buffalo, Bradford and Pittsburg:											
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1890	...	General Mortgage.....	580,000	7	Jan. & July.	New York.	1890	...					
Atchison, Topeka and Santa Fe:							Buffalo, Corry and Pittsburg:											
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1890	88	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	...					
Land Grant Mortgage (gold).....	3,376,500	7*	April & Oct.	Boston.	1900	65	Buffalo and Erie:											
1st Mort. (Wichita Branch) guar.	412,000	7	Jan. & July.	"	1902	...	Mort. bonds (ass'd by LS & MS).....	200,000	7	Jan. and July.	New York.	1882	...					
Consol. Second Mort. (gold).....	976,000	7*	April & Oct.	N. Y. or Bost.	1903	35	Mort. bonds ( " " ).....	300,000	7	March & Sept.	"	1882	...					
Income bonds.....	476,000	12	Jan. & July.	Boston.	1890	94	Mort. bonds ( " " ).....	3,000,000	7	Apr. and Oct.	"	1892	104					
Atlanta and Richmond Air Line:							Buffalo and Jamestown:											
1st Mortgage (guar. by Georgia)....	4,248,000	8	Jan. & July.	New York.	1900	62	1st Mortgage.....	1,000,000	6*	"	"	1892	...					
Atlantic and Great Western:							Buffalo, New York and Erie:											
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	...	1st Mortgage (assumed by Erie).....	2,000,000	7	June & Dec.	New York.	1877	88					
2d Mortgage (gold).....	10,173,879	7*	March & Sept.	"	1902	...	Buffalo, New York & Phila.:											
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	...	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1898	...					
Atlantic and Gulf:							2d Mortgage for \$1,000,000....	231,500	10	"	"	1893	...					
Consolidated 1st Mortgage....	2,310,200	7	Jan. & July.	New York.	1887	...	Burlington, Cedar Rapids and Minn.:											
1st Mortgage (S. Ga. & Fla. R.R.)	484,000	7	May & Nov.	"	1888	...	1st Mortgage, stg., a/c fund.....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1910	43					
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	...	1st Mort. (gold) Mil. Div. ....	2,200,000	7*	Feb. and Aug.	"	1902	43					
Atlantic and Lake Erie:							Burlington and Mo. Riv. in Neb.:											
1st Mort. (gold) for \$5,000,000....							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100					
Atlantic, Miss. and Ohio (428 m.):							Bonds convertible until 1892.....	600,000	8	"	"	1893	89					
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	...	Burlington and Southwestern:											
2d Mort. to State (no int. till '80) 4,000,000							1st Mortgage (\$20,000 per mile).....	1,800,000	8	May & Nov.	Boston.	1891	...					
Atlantic and Pacific:							Cairo and Fulton (Arkansas):											
Land Mortgage gold bonds....	2,829,000	6*	Jan. & July.	New York.	1888	...	1st Mort. (R.R. and lands) S. F. ....	8,000,000	7*	Jan. & July.	New York.	1891	...					
2d Mortgage for \$3,000,000 (gold)....	2,015,000	6*	May & Nov.	"	1891	...	Cairo and St. Louis (3 ft gauge):											
1st Mort. (So. Pac. R. R.) assumed	7,182,500	6*	Jan. & July.	"	1888	61	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	...					
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	...	Stock Bonds pref. 3d len.....	375,000	8	Jan. & July.	Boston.	1878	...					
1st Mort. (Central Div.) L. G. ....	794,000	6*	"	"	1891	...	Stock (common) Bonds.....	308,500	8	April & Oct.	N. Y. & Bost.	1879	106					
Equipment Bonds.....	783,000	10	June & Dec.	"	1883	...	Stock (common) Bonds.....	318,500	8	Jan. & July.	"	1890	106					
Income Bonds (no funding).....	529,600	6*	"	"	1883	...	Stock (common) Bonds.....	415,500	8	"	"	1890	...					
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	...	Burlington and Mo. Riv. in Neb.:											
Atlantic and St. Lawrence:							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100					
Sterling bonds (not Mort.) of 1853....	484,000	6*	May & Nov.	L.	1878	...	2d Mort. sinking fund.....	600,000	8	"	"	1893	89					
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	...	Extension, or 2d Mortgage.....	2,250,000	7*	Jan. & July.	New York.	1889	...					
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	...	First Income b. nds.....	3,500,000	7*	"	"	1889	...					
Portland City Bonds, 1st M. & S. L.	787,000	6	"	"	1886	...	2d Income, or double track bds.....	1,000,000	10	"	"	1889	...					
Bald Eagle Valley:							Camden and Amboy:											
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	...	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	101					
2d Mortgage.....	100,000	7	"	"	1884	...	Loan of 1899.....	865,000	6	June & Dec.	Princeton.	1889	100					
Baltimore and Ohio:							Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	105					
Loan of 1850-'80.....	1,710,500	6	Jan. & July.	Baltimore.	1880	103	Sterling Loan, S. F. (\$262,000).....	1,282,000	6*	Feb. & Aug.	London.	1880	...					
Loan of 1855-'85.....	3,352,247	6	April & Oct.	"	1880	...	Camden and Atlantic:											
Loan of 1850-'90 (Balt.) skg flt.....	5,625,466	6*	Jan. & July.	London.	1886	...	1st Mortgage.....	450										

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			
			When.	Where.	Due				When.	Where.	Due	
Cedar Rapids & Mo. Riv. (C&NW): 1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7	Feb. & Aug.	New York	1891	...	Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar. C&NW	562,000	7	Jan. & July.	Boston	1880
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" " "	1894	94	3d Mort. (now 2d) guar. C&NW	211,500	7	Feb. & Aug.	New York	1892	
1st Mortgage 3d Div. \$16,000 p.m.	2,400,000	7	May & Nov.	1910	98	Chicago and Milwaukee Railway: 1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York	1898	
Central Branch Union Pacific: 1st Mort. (Atch. & Pikes Peak).	1,000,000	6*	May & Nov.	New York	1890	...	1st Mortgage	477,000	8	March & Sept.	Boston	1889
2d Mortgage Governm't at. subsidy.	1,000,000	6	Jan. & July.	"	1895	...	1st Mortgage	1,500,000	8	Jan. & July.	"	1890
Central of Georgia: General Mort. for \$5,000,000...	2,287,000	7	Jan. & July.	N.Y. & Savannah	1893	...	1st Mortgage (on Branch):	1,325,000	8	March & Sept.	"	1892
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah	1890	...	Chicago, Milwaukee and St. Paul: 1st Mort. (Mil. and St. Paul R'y)	8,748,000	7	Jan. & July.	New York	1886
Central of Iowa: 1st Mortgage, gold, \$18,000 p.m.	3,700,000	7*	Jan. & July.	New York	1890	...	2d Mort. (Mil. and St. Paul R'y)	1,191,000	7	April & Oct.	"	1884
2d Mortgage, gold, \$4,000 p.m.	925,000	7*	April & Oct.	"	1901	...	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1874
Central of L. J. (Flush, N.C. & C.): 1st Mortgage	1,275,000	7	May & Nov.	New York	1889	...	1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	"	1897
Central of New Jersey: Convertible bonds of 1872.	4,770,000	7	May & Nov.	New York	1802	110	1st Mort. (Iowa and Minn. Div.)	3,510,000	7	Jan. & July.	"	1891
1st Mort. (New) for \$5,000,000...	5,000,000	7	Feb. & Aug.	"	1890	115	1st Mort. (Minnesota Central.)	190,000	7	"	"	1894
Newark Branch Bonds...	690,000	7	Jan. & July.	"	1887	...	1st Mort. (St. Paul Division.)	4,000,000	7*	"	"	1902
Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	7	J. A. J. & O.	Philadelphia	1897	...	1st Mort. (Iowa and Dak. Div.)	1,008,000	7	"	"	1899
Consol. Mort. for \$25,000,000...	6,063,900	7	"	"	1899	111	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898
Central Ohio (B. and O.): 1st Mortg. guaranteed	2,500,000	6	March & Sept.	Baltimore	1890	102	2d Mort. (	1,315,000	7*	"	"	1892
Central Pacific of California: 1st Mort. 30 years bonds, gold	25,751,000	6*	Jan. & July.	New York	1885-99	106	1st Mort. (Hast. and Dak. Div.)	1,250,000	7	Jan. & July.	"	1891
Convertible 20 years bonds, gold	1,453,000	7*	"	"	1885	105	1st Mort. (Mil. and Western)	284,000	7	Jan. & July.	"	1891
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1884	112	Real Estate Purchase	148,500	7	"	"	1883
2d Mort. (Governm't. Subsidy)	25,885,000	6	"	"	1884	113	Equipment and Bridge Bonds...	245,000	10	June & Dec.	"	1883
1st Mort. (Western Pacific) gold	2,725,000	7*	"	"	1889	98	Consol. Mort. for \$35,000,000...	1,039,000	7	Jan. & July.	"	1904
1st Mort. (Calif. & Oregon) gold	7,291,000	6	"	"	1888	92	Chicago and Northwestern: Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York	1885
1st Mort. (S. Fr. Okid & Ala.)	500,000	8*	"	"	1890	...	General Mort. (193 m.)	3,578,000	7	"	"	1885
1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	"	1900	94	Funded coupons (193 m.)	740,000	7	May & Nov.	"	1883
Land bonds (Cen. Pac. Co.) gold	9,049,000	6*	"	"	1900	98	Appleton Ext. (23 m. & 76,000 a.)	146,000	7	Feb. & Aug.	"	1886
Central Vermont:							Green Bay Ext. (26 m. & 76,000 a.)	265,000	7	"	"	1885
1st Mortg. Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston	1886	10	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882
2d Mort. Consol. ( " )	1,500,000	7	June & Dec.	"	1891	4	Elgin and State Line	122,000	6	Jan. & July.	"	1878
1st Mort. (Stan. Sheff. and Chi.)	500,000	7	Jan. & July.	"	1887	45	Mississippi River Bridge	186,000	7	"	"	1884
Income and Extension Bonds	1,008,000	8	May & Nov.	"	1902	50	1st Mortgage (Peninsula)	328,000	7	March & Sept.	"	1898
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	1886	76-77	Consol. skg fund (O. & N.W. Ry)	4,277,000	7	F. M. A. & N.	"	1915
Equipment Mort. ( " )	1,000,000	8	"	"	1889	50	General Consol. Gold Bonds	9,758,000	7*	June & Dec.	"	1902
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	58	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911
Mississiquoi R.R. ( " )	500,000	7	"	"	1891	39	1st Mort. S. F. (Menominee Exten.)	2,700,000	7*	June & Dec.	"	1911
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	...	2d Mort. (Mil. and Chi. R.R.)	2,000	7	"	"	1898
Charleston and Savannah: 1st Mortgage guar. by State...	505,000	6	March & Sept.	Charleston	1877	...	1st Mort. (Chi. & Mil. R.W.)	1,700,000	7	Jan. & July.	"	1895
Funded Interest on 1st Mort...	157,400	7	"	"	1889	...	1st Mort. (Chi. & Mil. R.W.)	284,000	7	"	"	1888
Charlotte, Columbia & Augusta: 1st Mortgage	2,000,000	7	Jan. & July.	New York	1895	...	Chicago, Portage and Superior: 1st M. & f. (Chi. & Pac. Air-L.)	25,000	7*	June & Dec.	New York	1902
Charitiers:							1st Mort. (Mil. and N. Pac. Air-L.)	25,000	7*	June & Dec.	New York	1902
1st Mort. guar. by Penna. ....	500,000	7	April & Oct.	Philadelphia	1901	...	1st Mort. (Chicago and St. Joseph)	1,234,000	7*	April & Oct.	New York	1901
Cheraw and Darlington:							1st Mort. for \$8,000,000...	1,234,000	7*	April & Oct.	New York	1901
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston	1888	...	Chicago and Paducah (C. B. & Q.)	2,304,000	7*	Jan. & July.	Boston	1898
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"	1888	...	Chi., Pekin & Southw. (C. B. & Q.): 1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York	1901
Cherry Valley, Sharon and Alb.:							Chicago, Rock Island and Pacific:	9,000,000	7	Jan. & July.	New York	1896
1st Mort. son. guar. by A. & S. Co.	300,000	7	June & Dec.	New York	1899	...	1st Mortgage skg fund...	9,000,000	7	Jan. & July.	New York	109
Chesapeake and Ohio: 1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York	1899	31	1st Mort. gold, tax free, guar...	5,000,000	7*	May & Nov.	New York	1889
1st Mort. Extension (con or reg)	4,758,000	7*	Jan. & July.	"	1892	...	1st Mort. gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	...	1st Mort. gold, skg fd for \$40,000	500,000	7*	Jan. & July.	New York	1902
2d Mort. ( " ) coupon...	918,000	6	"	"	1884	...	Chicago, Wisconsin & Canada:	500,000	7*	Jan. & July.	New York	1902
Income ( " ) coupon...	300,000	8	"	"	1876	...	1st Mortgage (Mad. & Portage)'	600,000	7*	April & Oct.	New York	1900
Funded Interest, coupon...	160,500	8	"	"	1877	...	1st Mortgage (gold) for \$6,000,000	600,000	7*	Jan. & July.	"	1902
Cheshire:							1st Mort. (Chi. & Mil. R.W.)	500,000	8	Jan. & July.	New York	1894
Coupon bonds (no Mort.)....	773,800	6	Jan. & July.	Boston	177-80	96	1st Mort. (C. L. & N. W. & C. & N.): 1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore	1900
Chester Creek (Phil. & Balt. Cent.)							1st Mort. (Hamilton and Dayton)	1,250,000	7	May & Nov.	New York	1880
1st Mort. guar. by F. W. & B.	188,000	6	Jan. & July.	Philadelphia	1903	...	2d Mort. of 1865...	500,000	7	Jan. & July.	"	1885
Chester and Tamaqua:							3d Mort. of 1867...	500,000	8	June & Dec.	"	1877
1st Mort. ....	600,000	7*	May & Nov.	New York	1901	...	Cincinnati, Hamilton & Dayton:	1,846,000	7	Jan. and July.	New York	1903
Chicago and Alton:							1st Mort. (1863)	1,120,000	7*	March & Sept.	New York	1901
1st Mortgage, pref. sinking fund	77,000	7	May & Nov.	New York	1877	100	2d Mort. of 1865...	500,000	7	May & Nov.	"	1885
1st Mortgage....	2,385,000	7	Jan. & July.	"	1893	115	3d Mort. of 1867...	500,000	8	June & Dec.	"	1877
2d Mortgage Income	1,087,000	7	April & Oct.	"	1888	107	Cincinnati, Ham. & Ind. (O. H. & D.): 1st Mort. guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York	1903
Comel. Bonds (\$200 m. each)	2,919,000	6*	Jan. & July.	London	1893	103	2d Mort. of 1867...	500,000	7	May & Nov.	New York	1880
1st Mort. (St. L. J. & C.) assumed	564,000	7	April & Oct.	New York	1894	101	3d Mort. of 1867...	500,000	8	June & Dec.	"	1877
3d Mort. ( " )	188,000	7	Jan. & July.	"	1898	98	Cincinnati, Lafayette and Chi.:	1,846,000	7	Jan. and July.	New York	1903
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	97	1st Mort. (Portage)...	1,120,000	7*	March & Sept.	New York	1901
Chicago, Burlington and Quincy:							1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	471,000	7*	June & Dec.	New York	1914
Trust Mortgage skg fund...	2,589,000	8	Jan. & July.	New York	1883	115	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	400,000	7	Feb. & Aug.	New York	1905
Trust Mortgage, skg fund conv.	156,000	8	"	"	1883	...	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	1,500,000	7	Jan. and July.	New York	1901
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	...	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	560,000	7	Jan. and July.	New York	1895
Loan of 1872....	2,645,075	7	Jan. & July.	Boston	1896	108	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	65,000	7	March & Sept.	"	1889
Bonds of 1875, Sinking Fund...	462,000	7	June & Dec.	"	1895	88	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	1,000,000	7	"	"	1901
Consol. Mortgage for \$30,000,000.	10,320,500	7	"	"	1893	103	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	1,800,000	7*	June & Dec.	New York	1921
1st Mort. (Am. Cen. R.R.) guar.	654,000	8	"	"	1878	104	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	1,072,300	7	June & Dec.	New York	71
1st Mort. (Car. and Burl.) guar...	505,500	8	May & Nov.	"	1879	106	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	988,000	8	Feb. & Aug.	Boston	1900
1st Mort. (Dix. Peo. & Hangar.)	758,000	8	Jan. & July.	"	1889	101	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	350,000	7	March & Sept.	"	1877
1st Mort. (Ill. Gr. Trunk) guar...	932,000	8	April & Oct.	Boston	1890	104	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	1,000,000	7	"	"	1901
1st Mort. (Keok. & St. Paul) guar...	864,500	8	"	"	1879	105	1st Mort. (Mil. and W. & W.): 1st Mort. (Mil. and W. & W.):	1,800,000	7*	June & Dec.	New York	19

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price
Cleveland and Pittsburg (Pa. Co.):	\$											
Construction and Equip. bonds.	900,000	7	Jan. and July	New York	1813	102						
4th (now 3d) Mortgage guar.	1,096,000	6	"	"	1892	102						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1890	108						
Clev., Painesville & Ashtabula:												
Regd'd b'ds ass'd by LS&MS.	1,000,000	7	Jan. & July	New York	1880	102						
3d Mortgage ("")	1,000,000	7	April & Oct.	"	1892	103						
Cleveland and Toledo:												
1st Mort. s.l.(ass'd by LS&MS.)	1,595,000	7	Jan. & July	New York	1885	106						
2d Mortgage ("")	860,000	7	April & Oct.	"	1886	102						
Colebrookdale:												
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia	1898	---						
Colorado Central (3 ft. gauge):												
1st Mortgage.....	225,000	8	June & Dec.	Boston	1890	---						
Columbus, Chicago & Ind. Cent.:												
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York	1898	53						
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	"	1900	20						
Income convertible.....	3,893,000	7	"	"	1890	---						
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	"	93-95	68					
2d Mort. ("")	344,400	7	Jan. & July	"	"	---	---					
1st Mort. (Cin. and Chi. Air-L.)	184,100	7	Feb. & Aug.	"	"	1890	---					
1st M. (s.f.)	39,650	7	May & Nov.	"	"	1896	---					
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July	"	"	1904	---					
2d Mort. ("")	821,000	10	May & Nov.	"	"	1904	---					
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July	"	"	1883	---					
2d Mortgage (Ind. Central)....	666,500	7	"	"	1892	---						
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	"	1884	---					
Income ("")	74,024	7	"	"	1890	---						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	"	1905	---					
Columbus, Springfield and Cin.:												
1st M. (assumed by Cin. S. & C.)	1,000,000	7	March & Sept.	New York	1901	---						
Columbus and Hocking Valley:												
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York	1897	---						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July	"	"	1890	---					
General Mortgage.....	634,000	7	"	"	1892	---						
Columbus and Xenia:												
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York	1890	---						
Connecticut and Passumpsic Rv.:												
New Mortgage for \$1,500,000....	370,500	7	April & Oct.	Boston	1893	96						
1st Mortgage sinking fund.....	289,500	6	June & Dec.	"	"	1876	---					
Coupons Notes.....	607,500	7	"	"	"	76-81	97					
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	"	1876	90					
Connecticut River:												
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston	1878	---						
Connecticut Valley:												
1st Mortgage.....	1,000,000	7	Jan. & July	New York	1901	---						
Connecticut Western:												
1st Mortgage tax free.....	2,674,000	7	Jan. & July	N. Y. & Bost.	1900	---						
Connecting (Philadelphia):												
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia	12-24.4	94						
Cooperstown and Susq. Valley:												
1st Mortgage.....	100,000	7	March & Sept.	New York	1889	---						
Cowanesque Valley:												
1st Mortgage, gold.....	95,000	7*	Jan. & July	New York	1902	---						
2d Mortgage.....	180,000	7	May & Nov.	"	"	1882	---					
Cumberland & Penn. (Consol. Coal):												
1st Mortgage.....	803,500	6	March & Sept.	New York	1891	---						
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	"	1888	---					
Cumberland Valley:												
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia	1904	---						
2d Mortgage.....	100,500	8	"	"	"	1908	---					
Plain bonds.....	81,900	6	"	"	"	1884	---					
Danbury and Norwalk:												
Mortgage Bonds of 1860.....	100,000	7	Jan. & July	New York	1880	---						
Mortgage Bonds of 1870.....	200,000	7	"	"	"	1890	---					
Mortgage Bonds of 1872.....	200,000	7	"	"	"	1892	---					
Danv. Hazleton & Wilkesbarre:												
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia	1887	40						
2d Mortgage.....	306,000	7	"	"	"	1885	---					
Danv. Urb. Bloom'gton & Pekin:												
1st Mortgage.....	2,000,000	7*	April & Oct.	New York	1900	---						
Davenport and St. Paul:												
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York	1911	---						
Dayton and Michigan (O.H. & D.):												
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July	New York	1881	---						
2d Mortgage, guar.....	441,000	7	March & Sept.	"	"	1884	---					
3d Mortgage, guar.....	356,000	7	April & Oct.	"	"	1888	---					
Toledo Depot bonds guar.....	105,600	7	March & Sept.	"	"	86-94	---					
Dayton and Union:												
1st Mortgage, registered.....	140,000	7	March & Sept.	New York	1879	---						
2d Mortgage.....	135,000	7	"	"	"	1879	---					
Income Bonds.....	252,445	6	"	"	"	1879	---					
Dayton and Western (L. M. R.R.):												
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York	1881	---						
1st Mortgage ("")	495,000	6*	Jan. & July	"	"	1905	---					
Decatur, Sullivan and Mattoon:												
1st Mortgage.....	500,000	8	March & Sept.	New York	1901	---						
Delaware (P. W. and Balt.):												
1st Mortgage, guar.....	650,000	6	Jan. & July	Philadelphia	1895	---						
1st Mortgage extension.....	100,000	6	"	"	"	1880	---					
Delaware State Loan:												
Delaware, Lackaw. & Western:												
2d Mortgage.....	1,633,000	7	March & Sept.	New York	1881	115						
Convertible Bonds.....	2,300,000	7	June & Dec.	"	"	1892	115					
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. & Oct.	"	"	1880	---					
1st M. Ext. ("")	400,000	7	March & Sept.	"	"	1885	---					
2d M. Ext. ("")	200,000	7	May & Nov.	"	"	1890	---					
Denver & Boulder Val. (Den. Pac.):												
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City	1900	---						
Denver Pacific:												
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York	1899	---						
Denver & Rio Grande (3 ft. gauge):												
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N. Y. L. & Ams.	1900	60						
Des Moines and Ft. Dodge:												
1st Mortgage (coupons).....	2,400,000	6	Jan. & July	New York	1904	---						

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Description of Bonds.	Amount.	Interest Payable.			Price.	Description of Bonds.	Amount.	Interest Payable.			Price.	
		When.	Where.	Due.				When.	Where.	Due.		
Kansas Pacific:						Louisville, Cincinnati and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6* Feb. & Aug.	N. Y. & St. Lo.	1895		Bonds to State of Kentucky.		74,519	6 Jan. & July.	New York.	Perp.	
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6* June & Dec.	"	1896		1st Mortgage for Cincinnati Br.		3,000,000	7 " " "	"	1897	
1st M. (3d D. 244.66 m. & 3,000,000a)	5,411,000	7* May & Nov.	N. Y. L. & F.	1899		2d Mortgage for \$1,000,000		378,000	6 April & Oct.	"	1900	
1st Mort. (1,000,000 acres).....	187,000	7 March & Sept.	N. Y. & St. Lo.	1897-98		Louisville Loan.....		100,000	6 Jan. & July.	"	1898	
1st Mort. (2,000,000 acres) gold.....	1,722,250	7* Jan. & July.	N. Y. L. & F.	1880		1st Mort. (Louisville & Frankl'p)		39,000	6 " " "	"	1897-98	
2d Mort. (" " " gold).....	1,500,000	7 March & Sept.	"	1896		1st Mort. (Louis, Cin. and Lex.)		21,000	6 April & Oct.	"	1902	
1st Mort. (Leavenworth Branch).....	600,000	7 May & Nov.	N. Y. & St. Lo.	1896		1st Mortgage (Shelby R. R.)		58,500	6 June & Dec.	"	1894	
2d Mortgage (Gov't Subsidy).....	6,303,000	6 Jan. & July.	U. S. Treas.	95-97		Louisville and Nashville:		176,000	7 Jan. & July.	New York.	1876	
3d Mortgage (Income).....	4,275,350	7 March & Sept.	N. Y. L. & F.	1916		1st Mortgage (main line 185 m.)		47,000	7 May & Nov.	Louisville.	1875	
Kent County (Del.)						1st Mort. (Leb. Br. Ext. 75.2m.)		58,000	7 " " "	"	190-95	
1st Mortgage for \$600,000.....	400,000	6 Jan. & July.	Philadelphia.	1880		1st Mort. (Memphis and Ohio).....		3,500,000	6 June & Dec.	New York.	1891	
Kentucky Central:						1st Mort. (Memp. & Clarksv. Br.)		2,425,000	6* Feb. & Aug.	"	1902	
2d Mort. (Covington & Lexington)	844,000	7 March & Sept.	New York.	1883		Consol. M. for \$5,000,000 (392 m.)		6,964,000	7 April & Oct.	"	1898	
3d Mortgage.....	237,000	7 June & Dec.	"	1885		Louisville Loan.....		849,000	6 " " "	"	186-87	
Keokuk and Des Moines:						Louisville Loan (Lebanon Br.)		225,000	6 May & Nov.	Louisville.	1888	
1st Mortgage.....	1,947,000	7 April & Oct.	New York.	1904		Louis. Loan (Leb. Br. Exten.)		333,000	6 April & Oct.	Louisville.	1898	
Funded Interest.....	254,500	8 " " "	"	1884		Louisv., N. Al. & St. Lo. Air-Line		1st Mortgage gold, \$25,000 p. m.	2,875,000	7* Jan. & July.	New York.	1892
Keokuk and St. Paul (C.B. & Q.):						1st Mortgage gold, \$25,000 p. m.		300,000	7 Jan. & July.	New York.	1877	
1st Mortgage traffic guar.....	864,000	8 April & Oct.	Boston.	1879		Macon and Augusta:		100,000	7 Jan. & July.	"	1887	
La Crosse, Trempealeau & Prescott:						1st Mortgage end'd by Ga. R. R.		1,900,000	7 Jan. & July.	New York.	1887	
1st Mort. assumed by C. & N. W. L.	1,000,000	10 April & Oct.	New York.	1877		1st Mortgage not endorsed.....		600,000	7 May & Nov.	"	1903	
Laf. Blooming & Miss. (T.W & W):	1,300,000	7* Feb. & Aug.	New York.	1891		Construct. Mort. end'd by Ga. R. R.		1,100,000	7 April & Oct.	"	1879	
Laf. Muncie & Bloom. (T.W & W):	1,500,000	7* Feb. & Aug.	New York.	1901		Macon and Brunswick:		1,166,700	6 " " "	Belfast & Boat.	1890	
1st Mortgage gold guar.....						1st Mort. endorsed by Ga. ....		2,000,000	6 Jan. & July.	Boston.	190-91	
Lake Erie and Louisville:						1st Mort. " " "		1,217,300	6 April & Oct.	Angus.	1885	
1st Mortgage.....	1,092,000	7 April & Oct.	New York.	1892		2d Mort. (Somerset & Kennebec) Loan		1,166,700	6 " " "	Boston.	1886	
2d Mortgage.....	590,000	7 Jan. & July.	"	1903		1st Mort. (Leeds & Farmington) Loan		260,000	6 June & Dec.	"	1876	
Lake Ontario Shore:						1st Mort. (Androscoggin) Loan		633,000	6 Jan. & July.	"	1901	
1st Mortgage (\$20,000 pr. m.).....	1,438,200	7* Jan. & July.	New York.	1897		Mansfield & Framing. (C.B. & F.):		425,000	6 " " "	"	1891	
Lake Shore & Michigan South'n:						1st Mortgage, guaranteed.....		300,000	7 Jan. & July.	Boston.	1880	
Sinking Fund Mortgage.....	1,198,000	7 April & Oct.	New York.	1879		Marietta and Cincinnati:		928,300	6 April & Oct.	Boston.	1912	
Consol. Mort. S. F. Regist'd:	6,115,000	7 J. A. J. & O.	"	1900		Consolidated Mortgage.....		41,110,000	6 Jan. & July.	"	1898	
Consol. Mort. S. F. Coupon.....		7 J. A. J. & O.	"	1900		Extinction (gold) Loan.....		495,500	6 April & Oct.	"	1900	
2d Consol. Mort. for \$25,000,000.	8,471,000	7 Jan. & July.	"	1903		1st Mort. (Belfast & Moosehead).....		150,000	3* May & Nov.	Belfast & Boat.	1890	
Bonds of 1882 (Reg. & Coupon).....	3,529,000	7 April & Oct.	"	1882		\$1,100,000 (A. & Ken.) Loan.....		1,100,000	6 Jan. and July.	Boston.	190-91	
Lake Shore Dividend Bonds.....	1,442,000	7 " " "	"	1899		1st Mortgage (Portland & Ken.).....		217,300	6 April & Oct.	Angus.	1885	
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7 Jan. & July.	"	1890		1st Mort. (Port. & Kennebec) Loan		1,166,700	6 " " "	Boston.	1886	
3d Mort. (" " " )	1,000,000	7 April & Oct.	"	1892		2d Mort. (Somerset & Kennebec).....		2,004,000	6 June & Dec.	"	1876	
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7 May & Nov.	"	1885		1st Mort. (Leeds & Farmington).....		300,000	7 May & Nov.	Marietta, Pittsburg & Cleveland:	1886	
2d Mort. (" " " )	2,692,000	7 " " "	"	1877		1st Mortgage gold.....		1,500,000	7* Feb. & Aug.	New York.	1885	
1st Mort. (Cleveland & Toledo)	1,595,000	7 Jan. & July.	"	1886		1st Mortgage (Marq. & Ont.).....		1,700,000	8 Jan. & Dec.	New York.	1882	
2d Mort. (" " " )	849,000	7 April & Oct.	"	1882		1st Mort. (Houghton and Ont.).....		2,000,000	8 Jan. & July.	"	1892	
Mort. Bonds (Buffalo and Erie).....	200,000	7 Jan. & July.	"	1882		Consolidated Mortgage.....		1,454,000	8-10 Various	"	192-00	
Mort. Bonds (" " " )	300,000	7 March & Sept.	"	1886		Massawippi Valley (C. & P. R.):		400,000	6* Jan. & July.	Boston.	1876	
Mort. Bonds (" " " )	2,850,000	7 April & Oct.	"	1893		1st Mortgage guaranteed.....		850,000	6 May & Nov.	Boston.	1885	
1st M. (Deir', Monroe & Toledo)	924,000	7 Feb. & Aug.	"	1876		Maryland and Delaware:		150,000	6 June & Dec.	Boston.	1886	
1st M. (Kalamaz. & White Pigeon)	400,000	7 Jan. & July.	"	1896		1st Mortgage.....		1,050,000	7 Feb. & Aug.	New York.	1882	
1st M. (School & Three Rivers)	100,000	8 " " "	"	1887		2d Mortgage.....		2,450,000	7 " " "	"	1891	
1st M. (Kalamaz. & Schoolcraft)	100,000	8 " " "	"	1887		3d Mortgage.....		2,500,000	7 May & Nov.	Baltimore.	107	
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8 " " "	"	1888		4th Mortgage.....		3,000,000	8 Jan. & July.	Boston.	1900	
1st M. (Jamesstown & Franklin)	460,000	7 " " "	"	var		1st Mort. (Scioto & Hock. Val.)		2,004,000	8 April & Oct.	"	1906	
2d M. (" " " )	500,000	7 June & Dec.	"	1894		Marietta, Pittsburg & Cleveland:		300,000	7 May & Nov.	"	1886	
Lake Shore & Tuscarawas Valley:						1st Mortgage gold.....		1,500,000	7* Feb. & Aug.	New York.	1885	
1st Mortgage gold.....	2,000,000	7* April & Oct.	Cleveland, O.	1901		1st Mortgage (Marq. & Ont.).....		1,700,000	8 Jan. & Dec.	New York.	1882	
2d Mortgage for \$1,000,000.....	696,000	7 " " "	"	1892		1st Mort. (Houghton and Ont.).....		2,000,000	8 Jan. & July.	"	1892	
Elyria and Black Riv. b'd ass'd	180,000	7 May & Nov.	"	1892		Consolidated Mortgage.....		1,454,000	8-10 Various	"	192-00	
Lake Superior & Mississippi:						1st Mortgage guaranteed.....		400,000	6* Jan. & July.	Boston.	1876	
1st Mort. skg fund tax free.....	4,500,000	7* Jan. & July.	N. Y. - Bost. - Ph.	1890		1st Mortgage.....		850,000	6 May & Nov.	Boston.	1885	
2d Mort. skg tax free and conv.	3,200,000	7* April & Oct.	"	1900		2d Mortgage.....		150,000	6 June & Dec.	Boston.	1886	
Income Bonds.....	3,200,000	10 " " "	"	1902		1st Mortgage guaranteed, gold.....		100,000	7* Jan. & July.	New York.	1890	
Lawrence (F. Ft. W. & Ch.):						Mayaville and Lexington:		500,000	7* Jan. & July.	New York.	1890	
1st Mortgage, guaranteed.....	355,000	7 Feb. & Aug.	New York.	1895		1st Mortgage gold.....		1,500,000	7 Feb. & Aug.	New York.	1885	
Leavenworth, Atch. & N. West'n:						1st Mortgage (Houghton and Ont.).....		1,700,000	8 Jan. & Dec.	New York.	1882	
1st Mort. guar. by Pac. of Mo.						1st Mort. (Scioto & Hock. Val.)		2,000,000	8 Jan. & July.	"	1892	
Leaven, Lawrence & Galveston:						1st Mort. (Leeds & Farmington).....		1,454,000	8-10 Various	"	192-00	
1st Mort. skg fund conv. gold.....	5,000,000	10 Jan. & July.	N. Y. & Bost.	1899		1st Mort. (Leeds & Farmington).....		400,000	6* Jan. & July.	Boston.	1876	
1st Mort. (K. C. & San. Fe.) guar.	720,000	10 May & Nov.	Boston.	1890		1st Mort. (Leeds & Farmington).....		850,000	6 May & Nov.	Boston.	1885	
1st Mort. (Southern Kan.) guar.	160,000	8 June & Dec.	"	1891		2d Mort. (Somerset & Kennebec).....		150,000	6 June & Dec.	Boston.	1886	
Lehigh and Lackawanna:						1st Mort. (Leeds & Farmington).....		100,000	7* Jan. & July.	New York.	1890	
1st Mortgage tax free.....	300,000	7 Feb. & Aug.	Philadelphia.	1897		1st Mort. (Leeds & Farmington).....		500,000	7* Jan. & July.	New York.	1890	
Lehigh Valley:						1st Mort. (Leeds & Farmington).....		1,238,000	7 March & Sept.	New York.	1880	
1st Mortgage (new loan).....	5,000,000	6 June & Dec.	Philadelphia.	1898		1st Mort. (Leeds & Farmington).....		1,000,000	7 Jan. & July.	New York.	1885	
2d Mortgage for \$6,000,000.....	6,000,000	7 March & Sept.	"	1898		2d Mort. (Somerset & Kennebec).....		1,000,000	7 Jan. & July.	New York.	1886	
General Mort. for \$40,000,000.....	5,000,000	6* June & Dec.	"	1900		1st Mort. (Leeds & Farmington).....		1,217,300	6 April & Oct.	New York.	1885	
General Mort. registered.....		6* " " "	"	1902		1st Mort. (Leeds & Farmington).....		1,184,142	6 " " "	New York.	1886	
Lewis Center & Spruce C. (P. & E.):						1st Mort. (Leeds & Farmington).....		600,000	10 March & Sept.	"	192-75	
1st Mortgage.....	1,545,000	7 May & Nov.	Philadelphia.	1902		1st Mort. (Leeds & Farmington).....		1,300,000	8 May & Nov.	New York.	1890	
Lexington & St. Louis (A. & P.):						1st Mort. (Leeds & Farmington).....		1,000,000	8 " " "	"	1890	
1st Mortgage gold.....	1,000,000	6* June & Dec.	New York.	1899		1st Mort. (Leeds & Farmington).....		1,238,000	7 March & Sept.	New York.	1880	
Little Miami:						1st Mort. (Leeds & Farmington).....		1,000,000	7 Jan. & July.	New York.	1885	
1st Mortgage.....	1,490,000	6 May & Nov.	New York.	1883		2d Mort. (Somerset & Kennebec).....		1,000,000	7 Jan. & July.	New York.	1886	
Street Connection Bonds.....	525,000	6 Jan. & July.	Cincinnati.	1894		1st Mort. (Leeds & Farmington).....		1,217,300	6 April & Oct.	New York.	1885	
Cincinnati Loan.....	100,000	6 May & Nov.	"	1890		1st Mort. (Leeds & Farmington).....		1,184,142	6 " " "	New York.	1886	
Little Rock and Fort Smith:						1st Mort. (Leeds & Farmington).....		600,000	10 March & Sept.	"	192-75	
1st Mortgage gold.....	3,500,000	6* Jan. & July.	N. Y. & Bost.	1900		1st Mort. (Leeds & Farmington).....		1,300,000	8 May & Nov.	New York.	1890	
Land Grant sinking fund.....	3,780,000	7 April & Oct.	Philadelphia.	1877		1st Mort. (Leeds & Farmington).....		1,000,000	8 " " "	"	1890	
Little Rock, Pine Bl. & N. Orleans:						1st Mort. (Leeds & Farmington						

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Minneapolis & St. L. (Nor. Pacific): 1st Mortgage gold, guaranteed.	700,000	7	Jan. & July.	New York.	1911	....	N.O. Jack, & Gt. N. (N.O. St. L. & C.): 1st Mortgage.	3,000,000	8	Jan. & July.	New York.	1888	....	
Minnesota and North Western: 1st Mort. gold, skg fd & tax free	20,000pm	7	Jan. & July.	Detroit.	1900	....	2d Mortgage for \$3,000,000.	1,500,000	8	April & Oct.	"	1890	....	
Mississippi Cent. (N.O. St. L. & Chi.): 1st Mortgage.	1,012,500	7	May & Nov.	New York.	1874-84	....	Conso. Mort. for \$8,000,000.	3,000,000	7	Jan. & July.	"	1912	....	
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas: 1st Mort. (Mobile to N. Orleans).	4,000,000	7	Jan. & July.	N. Y. & Lond.	1915	....	
General Mort. for \$8,000,000 gold	8,708,500	7	May & Nov.	"	1912	....	1st Mort. (N. Orleans to Texas).	7,250,000	8	"	New York.	1915	....	
Mississippi, Ouachita & Red Riv.: 1st Mortgage gold.	2,040,000	7	Jan. & July.	"	1900	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....	
Mississippi and Tennessee: 1st Mortgage.	600,000	7	April & Oct.	Memphis.	1876	....	New York, Boston and Montreal: 1st Mortgage for \$12,250,000.	6,617,500	7	Feb. & Aug.	N.Y. or Lond.	1903	....	
Consolidated Mortgage.	1,264,000	8	Jan. & July.	"	1871-93	....	New York & Canada (D. & H.C.): 1st Mort. for \$800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....	
Tennessee State Loan.	430,547	6	"	"	....	....	....	....	....	....	....	....		
Mississippi Valley and Western: 1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	New York Central & Hudson R.: Debt Certificates (N. Y. Cent.).	5,936,626	6	May & Nov.	New York.	1883	104	
Missouri, Iowa and Nebraska: 1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	"	1910	....	Bonds for debts assem'd (N. Y. C.).	1,514,000	7	Feb. & Aug.	"	1876	108	
Missouri, Kansas and Texas: 1st Mort. (U.Pac. S. Br.) skg fund	1,220,000	6*	Jan. & July.	New York.	1899	....	Bonds for B. & N. F. skg (")	74,500	6	May & Nov.	"	1883	....	
1st Mort. (Tob. & Neosho) S. F.	362,000	7	June & Dec.	"	1903	....	Bonds for R. R. Stocks (")	52,000	6	"	"	1883	100	
Consol. Land Grant skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	....	Bonds for Real Estate (")	182,000	6	"	"	1883	114	
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	"	1887	162	
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	112	
Missouri River, Ft. Scott & Gulf: 1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	54	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	....	
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	1st Mort., coup. for \$80,000,000	3,904,000	7	Jan. & July.	"	1903	121	
Mobile and Girard: 1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mort., reg'd for £2,000,000	9,733,333	6*	"	"	1903	120	
2d Mortgage.	300,000	8	"	"	New York.	1889	....	1st Mort. Sterling for £2,000,000	9,733,333	6*	"	"	1903	....
Plain bonds.	33,500	8	"	"	Savannah.	1887	....	New York and Harlem: Consolidated Mortgage of 1863.	108,000	6	Feb. & Aug.	New York.	1893	...
Mobile and Montgomery: 1st Mort. endor. by State of Ala.	2,424,000	8*	May & Nov.	New York.	1900	....	Sinking Fund Mortgage of 1861.	108,890	7	Jan. & July.	"	1881	...	
2d Mortgage.	800,000	8	"	"	1900	....	Consol. Mort. of 1872, coup.	6,822,000	7	May & Nov.	"	1900	117	
Mobile and Ohio:	1st Mortgage Sterling.	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mort. of 1872, reg'd.	240,000	7*	April & Oct.	New York.	1902	...
Interest bonds.	1,524,300	8	"	"	Mobile.	176-83	....	New York, Kingston & Syracuse: 1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	...
Sterling Interest bonds.	769,320	6*	"	"	London.	1883	....	1st Mort. (Hartford & Portchester).	1,000,000	7	.....	New York.	1903	...
Tennessee Substitution Bonds.	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	New York and Oswego Midland: 1st Mortgage gold, tax free.	5,000,000	7*	Jan. & July.	New York.	1894	...	
Special Mort. (Gainesville Br'g)	68,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage convertible.	2,500,000	7	May & Nov.	"	1895	...	
2d Mortgage.	1,463,568	8	March.	N.Y. & Lond.	1904	....	3d Mortgage non-convertible.	1,500,000	7	"	"	1896	...	
Consol. Mort. for \$15,000,000.	872,568	7*	Jan. & July.	New York.	1887	....	1st Mort., Equipment.	3,800,000	7	.....	"	1897	...	
Convertible 9 per cent. bonds.	977,560	8	M. J. S. & D.	New York.	1887	....	1st Mort., (West. Extension).	2,425,000	7	.....	"	1898	...	
Montclair (N. Y. and O. Mid.): 1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	1886	....	Consolidated Mortgage.	1,200,000	7	.....	"	1899	...	
2d Mortgage.	780,000	7	.....	"	1900	....	1st Mortgage.	76,000	6	Feb. & Aug.	New York.	1878	...	
Income Mortgage.	888,400	7	.....	"	1900	....	Improvement Bonds.	100,000	7	Jan. & July.	"	1876	...	
Montgomery and Erie (Erie): 1st Mortgage.	127,000	7	May & Nov.	New York.	1888	....	Extension Bonds.	250,000	6	May & Nov.	"	1878-81	...	
2d "	47,000	7	April & Oct.	"	1887	....	General Mort. for \$1,600,000.	837,000	7	Jan. & July.	"	1899	...	
Montgomery and Rufahl: 1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	Norfolk & Petersburg (A. M. & O.): 1st Mortgage.	306,000	8	Jan. & July.	New York.	1877	...	
1st Mortgage not endorsed.	330,000	8	June and Dec.	"	1900	....	1st Mortgage.	157,000	7	"	"	1877	...	
Monticello and Port Jervis: 1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage.	458,000	8	"	"	Norfolk.	1893	...
Morris and Essex (D. L. & W.): 1st Mortgage sinking fund, guar.	6,000,000	7	May & Nov.	New York.	1914	116	North Carolina: 1st Mortgage.	375,000	8	May & Nov.	Co's Shops, N.C.	1878	...	
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	"	1891	110	1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	...	
Convertible bonds.	354,000	7	Jan. & July.	"	1900	104	2d Mortgage.	226,600	8	"	"	1899	...	
Construction bonds.	513,000	7	Feb. and Aug.	"	1889	104	North Missouri (St. L. K. C. & N.): 1st Mortgage.	3,000,000	7	Jan. & July.	New York.	1895	86	
Gvn'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	110	1st Mortgage.	1,930,500	6	Jan. & July.	Philadelphia.	1885	104	
Special Mortgage.	1,029,000	7	.....	"	1915	107	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	109	
Consol. mort. for \$25,000,000 guar.	3,000,000	7	June & Dec.	"	1915	107	Chattel Mortgage.	360,000	10	April & Oct.	"	1877	104	
Nashville, Chattanooga & St. Louis: 1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	1874-83	824	General Mortgage.	436,500	7	Jan. & July.	"	1903	105	
2d Mort. (Government Subsidy).	1,000,000	4	"	"	1871-91	....	1st Mortgage.	135,000	7	Feb. & Aug.	New York.	1887	...	
New Mortgage.	5,800,000	7	"	"	1913	....	1st Mortgage, Md. State loan.	1,500,000	6	J. A. J. & O.	Annapolis.	Irr.	...	
Nashville and Decatur (L&Nash.): 1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....	2d Mortgage.	1,570,000	6	Jan. & July.	Baltimore.	1885	101	
2d Mortgage gold.	500,000	6*	April & Oct.	Nashville.	1887	....	3d Mortgage.	1,128,000	6	April & Oct.	Phila. & Balt.	1900	103	
Naugatuck: 1st Mortgage.	102,000	7	Jan. & July.	Bridgeport.	1876	....	4d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	100	
Newark & New York (C. of N. J.): 1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Income conv. coupon.	1,000,000	7	April & Oct.	Harrisburg.	1880	...	
Newark, Somerset & Straitsville: 1st Mortgage gold.	800,000	7*	May & Nov.	New York.	1889	103	Consol. Mort. coupon.	3,000,000	7	Jan. & July.	Baltimore.	1922	...	
New Bedford: 1st Mort. (New Bed. & Taunton).	171,500	6	Jan. & July.	Boston.	1881	95	Consol. Mort. registered.	2,589,000	6*	"	"	1900	109	
New Haven and Derby: 1st Mortgage.	400,000	7	"	"	1894	108	Consol. General Mort. S. F.	205,000	6*	April & Oct.	"	1900	...	
New Haven and Derby: 1st Mortgage.	525,000	7	Various.	New Haven.	1888-90	....	1st Mort. New Jersey (Erie): 1st Mortgage skg fd guar.	400,000	6*	Jan. & July.	Lond. & Balt.	1904	...	
New H., Middlet'n & Williman: 1st Mortgage (coup. & reg.).	2,000,000	7	May & Nov.	New York.	1889	....	1st Mort. Jersey (Erie): 1st Mortgage.	135,000	7	Jan. & July.	Jersey City.	1878	...	
2d Mortgage.	2,000,000	7	.....	"	1881	....	1st Mort. on R. R. & lands gold.	30,087,300	7.5	Jan. & July.	New York.	1900	22	
New Haven and Northampton: 1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....	2d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100	
Convertible bonds, tax free.	750,000	6	April & Oct.	"	1881	....	Northwestern Union (C. & N. W.): 1st Mortgage.	3,500,000	7*	.....	New York.	1885	...	
Holyoke and Westfield bonds.	200,000	7	"	"	1881	....	Norwich & Worcester (B. H. & E.): 1st Mort. Mass. Loan, skg fd.	400,000	6*	Jan. & July.	Boston.	1877	...	
New Jersey Midland (N.Y. & O.M.): 1st Mortgage gold, guar.	2,000,000	7*	Feb. & Aug.	New York.	1895	....	Construction Bonds.	150,000	7	"	"	1877	...	
2d Mortgage.	1,500,000	7	"	"	1881	....	Nyack and Northern: 1st Mortgage.	150,000	7	Jan. & July.	New York.	1890	...	
New Jersey and New York: 1st Mortgage.	500,000	7*	March & Sept.	N. Y. or Lond.	1893	....	Ogdensburg and Lake Champlain: Equipment Mortgage.	300,000	8	Jan. & July.	Boston.	1878	93	
New Jersey Southern: 1st Mortgage.	2,000,000	7	May & Nov.	New York.	1890	28	Equipment Mortgage.	200,000	8	"	"	1879	95	
1st Mort. (Tom's River Branch).	120,000	6	April & Oct.	"	1888	....	Sinking Fund Bonds.	468,000	8	March & Sept.	"	1890	95	
3d Mortgage.	1,000,000	7	March & Sept.	"	1881	....	Ohio and Mississippi: Consolidated Mort. Bonds.	3,067,000	7	Jan. & July.	New York.	1898	99	
Consol. Mort. for \$7,000,000....	5,200,000	7	April & Oct.	"	1893	....	Consolidated S. F. Mortgage.	3,617,000	7	"	"	1898	99	
Income Mortgage.	760,000	7	"	"	1893	....	Consolidated Mort. Sterling.	112,000	7*	"	"	1898	99	
New Jersey West Line: 1st Mort. gold, for \$3,000,000....	3,000,000	7*	May & Nov.	New York.	1900	....	2d Consol. Mort. & S. F. Bonds.	3,965,000	7	April & Oct.	New York.	1911	78	
New London Northern (Con. V.): 1st Mortgage.	301,000	6	April & Oct.	New York.	1885	....	Income and Funded Debt Bonds.	174,000	7	"	"	1882	...	
2d Mortgage.	301,000	7	June and Dec.	"	1893	....	Detenture Sinking Fund Bonds.	160,000	7	May & Nov.	New York.	1883	...	
2d Mortgage.	301,000	7	June and Dec.	"	1893	....	1st Mort. (Springfield Division): Oil Creek and Allegheny River:	1,616,000	7	May & Nov.	"	1905	80	
1st Mort. gold, for \$3,000,000....	3,000,000	7*	May & Nov											

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Old Colony:						Philadelphia, Wilmington & Balt.								
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	102	Mortgage Loan, convertible	200,000	6	Jan. & July, Phila. & Balt.	1884	101		
Plain Bonds	32,000	5	"	"	1884	99	Loan of 1866	161,000	6	April & Oct.	1876	...		
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1867	1,000,000	6	"	1887	101		
New Bonds for \$5,000,000	1,692,000	7	March & Sept.	"	1894	109	Loan of 1872	700,000	6	"	1892	...		
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	105	Loan of 1875	639,000	6	"	1900	...		
Omaha and Northwestern:						Pickering Valley (Phila. & Rdg):								
1st Mort. Land Grant, Gold	16,000,000	7.3	Jan. & July	New York	1901	...	1st Mortgage, guaranteed	331,800	7	April & Oct. Philadelphia	1900	...		
Omaha and Southwestern:						Pittsburg, Cinc. & St. Louis (Pa.):								
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec	Boston	1896	90	1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July, Philadelphia	1890	...		
Orange, Alex. and Manassas						1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly	New York	1884	81		
See Wash. C. Va. Mid. & Ga. So.						Consol. Mortgage for \$10,000,000	6,222,000	7	Feb. & Aug.	Philadelphia	1890	82		
Oregon and California:						Consolidated 2d Mortgage	5,000,000	7	April & Oct.	1913	...			
1st Mortgage gold	10,950,000	7*	April & Oct.	New York	...	Pittsburg, Ft. Wayne & Chicago:								
Osage Valley & Southern Kansas:						1st Mortgage (Series A)	875,000	7	Jan. & July	New York	1912	115		
1st Mortgage (5-20 years)	200,000	10	Jan. & July	New York	1888	...	1st Mortgage (Series B)	875,000	7	Feb. & Aug.	1912	...		
Oshkosh & Miss. (C. M. & S. P.):						1st Mortgage (Series C)	875,000	7	March & Sept.	1912	...			
1st Mortgage	240,000	8	Jan. & July	New York	1891	...	1st Mortgage (Series D)	875,000	7	April & Oct.	1912	...		
Oswego and Rome (E. W. & O.):						1st Mortgage (Series E)	875,000	7	May & Nov.	1912	...			
1st Mortgage	500,000	7	May & Nov.	New York	1916	...	1st Mortgage (Series F)	875,000	7	June & Dec.	1912	...		
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series G)	860,000	7	Jan. & July	1912	108		
Oswego and Syracuse (D. L. & W.):						2d Mortgage (Series H)	860,000	7	Feb. & Aug.	1912	...			
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York	1885	...	2d Mortgage (Series I)	860,000	7	March & Sept.	1912	...		
Ottawa, Oswego & Fox River:						2d Mortgage (Series K)	860,000	7	April & Oct.	1912	...			
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July	N.Y. & Bost.	1900	106	2d Mortgage (Series L)	860,000	7	May & Nov.	1912	...		
Owensboro' and Russellville:						2d Mortgage (Series M)	860,000	7	June & Dec.	1912	...			
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York	1892	...	3d Mortgage	2,000,000	7	April & Oct.	1912	101		
Pacific of Missouri (Atl. & Pac.):						Construction bonds of Jan. 1, '70	100,000	7	Jan. & July	New York	1887	...		
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York	1888	88	Equipment bonds	1,000,000	8	March & Sept.	1884	...		
2d Mortgage sinking fund	2,804,000	7	Jan. & July	"	1891	71	Pittsburg, Va. and Charleston:	700,000	7	April & Oct.	New York	1902	...	
Income Bonds	1,500,000	7	Mar. and Sept.	St. Louis	1885	...	1st Mortgage	4,000,000	7	Jan. & July	Baltimore	1898	105	
St. Louis County Debt:	700,000	7	Monthly	"	1892	...	2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	100	...	
Real Estate Bonds	800,000	8	May & Nov.	New York	1892	...	1st Mort. (Turtle Cr. Div. 10 1/2 m.)	400,000	6	Feb. & Aug.	Pittsburg	1889	...	
1st Mort. (Carondelet Branch):	500,000	6*	April & Oct.	"	1883	...	Real Estate Mortgage	100,000	6	.....	Baltimore	1893	...	
1st Mort. (Leav. Atch. & N. W.):	500,000	7	"	"	1889	...	Plymouth, Kankakee & Pacific:	1st Mortgage for \$3,000,000	20,000 pm	7	Jan. & July	New York	1901	...
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899	...	Port Huron and Lake Michigan:	1,800,000	7	May & Nov.	New York	1899	...	
Paducah and Memphis:						1st Mortgage gold, for \$1,800,000	800,000	6*	Jan. & July	Baltimore	1898	105		
1st Mortgage gold for \$2,805,000	1,541,000	7*	Feb. & Aug.	New York	1902	...	Portland & Ogdensburg (Me. & N. H.):	800,000	6*	Jan. & July	Boston	1900	...	
Panama:						1st Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	"	1901	50		
General Mortgage, stg £597,800	2,889,230	7*	April & Oct.	London	1897	...	Portland and Ogdensburg (Vt.):	1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1901	46
Paris and Decatur:						1st Mortgage of 1863	250,000	6	Jan. & July	Portland	1889	...		
1st Mortgage gold, S. F.:	1,200,000	7*	Jan. & July	N. Y. & Lond.	1892	...	Portland and Rochester:	1st Mort. (Portland Loan) stg f'd	700,000	6	Jan. & July	Boston	1887	...
Paterson and Newark (Erie):						1st Mort. (Portland Loan) eqd f'd	100,000	7	April & Oct.	"	1887	...		
1st Mortgage, guaranteed	500,000	7	Jan. & July	New York	1878	...	2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.	"	1891	...	
Pekin, Linc. & Decatur (T.W. & W.):						Port Royal (S. C.):	1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	...	
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York	1900	60	1st Mort. gold, skg f'd	1,000,000	7*	"	"	1889	...	
Pemberton & Hights (U.C. of N.J.):						1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	"	...		
1st Mortgage guaranteed	160,000	7	Jan. & July	Philadelphia	1889	100	Portsmouth, Gt. Falls & Conway:	1st Mort. by Eastern R.R.	514,000	7	June and Dec.	Boston	1893	45
Peninsular (Mich.) Railway:						1st Mort. guar. by Eastern R.R.	1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July	New York	1910	...	
1st Mortgage gold (S. F.), 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...	2d Mortgage	78,000	7	"	"	...	...	
1st Mortgage gold (S. F.), 2d series	979,000	7*	"	"	1900	...	1st Mortgage	500,000	6	Jan. & July	Providence	1880	...	
Pennsylvania:						Stoughton Branch bonds	1,000,000	6	"	"	"	...		
1st Mort. (Harrisb'g to Pittab'g)	4,970,000	6	Jan. & July	Philadelphia	1880	104	Quincy, Alton and St. Louis:	1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia	1882	...
General Mortgage	19,334,760	6	J. A. J. & O.	Philadelphia	1910	103	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York	1892	...	
General Mortgage, registered			6	"	1910	105	Quincy and Palmyra:	500,000	7	May & Nov.	New York	1890	50	
Consolidated Mortgage	14,550,000	6*	Jan. & July	London	1905	97	1st Mort. (Assumed by H. & St. Jo.)	756,000	8	Jan. & July	Boston	1890	105	
State lien for \$7,500,000, skg f'd	5,201,675	5	April & Oct.	Philadelphia	"75-'90	...	Quincy and Warsaw (C. B. & Q.):	1st Mort. (Assumed by H. & St. Jo.)	650,000	7	March & Sept.	New York	1882	95
Peasantsville Coal:						1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	350,000	7	June & Dec.	Columbia	1884	...	
1st Mortgage	487,500	7	Feb. and Aug.	New York	1881	...	1st Mort. (Assumed by H. & St. Jo.)	2d Mort. (Assumed by H. & St. Jo.)	300,000	7	Jan. & July	Troy	1880	115
Pennsylvania and Delaware:						1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	150,000	7	"	"	1887	...	
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia	1903	...	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	400,000	7	March & Sept.	New York	1886	...
2d Mortgage	519,000	7	April & Oct.	"	1903	...	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	500,000	7	May & Nov.	"	1890	...
Pennsylvania & New York (L.V.):						1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	8	Feb. & Aug.	New York	1892	...	
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia	1896	109	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	Philadelphia	1882	...
1st Mortgage, registered	1,500,000	7	"	"	1906	...	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	"	1883	...
Peoris & Bureau Val (C. R. I. & P.):						1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	New York	1890	50	
Peoris & Hannibal (C. B. & Q.):						1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	Boston	1890	105	
Peoris, Peoria and Jacksonville:						1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	"	1891	...	
1st Mortgage	571,000	8	Jan. & July	Boston	1878	104	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	"	1892	...
2d Mort. conv. and tax free	1,000,000	7	Jan. & July	New York	1894	...	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	Boston	1890	105
Peoris and Rock Island:						1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	"	1893	...	
1st Mort. gold, conv. & tax free	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	...	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	New York	1882	95
2d Mortgage	150,000	10	Jan. & July	New York	1900	...	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	Columbia	1884	...
Perkiomen (Phila. and Rdg.):						1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	Troy	1880	115	
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia	1897	87	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	"	1887	...
Petersburg:						1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	New York	1886	...	
1st Mortgage (Instalments):	341,500	8	Jan. & July	New York	"79-'93	...	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	"	1890	...
2d Mortgage	500,000	8	"	"	1902	...	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	"	1891	...
Philadelphia and Baltimore Cent.:						1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	"	1892	...	
1st Mortgage (Penn. Div. 34 1/2 m.):	800,000	7	Jan. & July	Philadelphia	1879	...	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. & St. Jo.)	125,000	7	May & Nov.	"	1893	...
1st Mortgage (Md. Div. 94 1/2 m.):	300,000	6	"	"	1891	...	1st Mort. (Assumed by H. & St. Jo.)	1st Mort. (Assumed by H. &						



## AMERICAN RAILROAD BOND LIST.

The Letter (o) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Troy & Bennington (T. & B.): 1st Mortgage skg fund, guar....	\$ 89,700	7	Jan. & July.	Troy.	1878	...	Western Maryland: 1st Mortgage, unendorsed....	\$ 400,000	6	Jan. and July.	Baltimore.	1890	87
Troy and Boston: 1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	1st Mort. endor. by Balt....	200,000	6	"	"	1890	103
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	2d Mort. "	300,000	6	"	"	1890	103
3d Mortgage.....	650,000	7	May and Nov.	"	1875	...	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	95
Convertible Bonds.....	648,000	7	" " "	"	1882	...	2d Mortgage preferred....	600,000	6	"	"	1895	92
Troy, Salen & Rutland (R. & Sar.): 1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	...	3d Mortgage endor. by Balt.	875,000	6	"	"	1890	103
Troy Union (and Depot): 1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	...	4th Mortgage.....	1,000,000	6	"	"	1890	...
Tuckerton: 1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	...	Western Pacific (Cen. Pac.): 1st Mort. assumed.....	2,735,000	6	Jan. and July.	New York.	1890	98
Union Pacific: 1st Mortgage gold, tax free....	27,236,000	6	Jan. & July.	N. Y. & Bost.	96-'99	104	Western Pennsylvania (Penn.): 1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	...
1st Mort. Land Grant....	7,574,000	7	Apr. and Oct.	"	1887	101	1st Mortgage (Pittsb. Branch). 1st Union (Chi. M. & St. P.): 1st Mortgage for \$5,000,000....	1,000,000	6	Jan. and July.	"	1890	...
2d Mortgage (Gov. subsidy)....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-'99	104	Western Union (Chi. M. & St. P.): 1st Mortgage for \$5,000,000....	3,500,000	7	Jan. and July.	New York.	1890	...
3d Mortgage Sinking Fund....	14,400,000	8	March & Sept.	New York.	1894	95	West Jersey: Debenture bonds guar. by U. & A.	400,000	6	March & Sept.	Camden.	1883	86
Omaha Bridge B'ds, stg \$500,000	2,500,000	8	Apr. and Oct.	London.	1896	...	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	100
Union Pacific (Central Div.): 1st Mortgage gold, tax free....	1,800,000	6	May and Nov.	New York.	1895	...	1st Mortgage (Salem) guar....	100,000	6	"	Philadelphia.	1875	...
2d Mortgage (Gov. subsidy)....	1,800,000	6	Jan. & July.	U.S. Treasury.	96-'7-8	1st Mort. (Swedesboro') guar....	200,000	6	June & Dec.	Camden.	1875	...	
Union Pacific, S. Br. (M. K. & T.): 1st Mortgage gold, skg fund....	8,220,000	6	Jan. & July.	New York.	1890	...	2d Mort. (Cape May & Millville).....	340,000	7	Apr. and Oct.	"	1895	95
Union & Titusville (O.C. & A. Riv.): 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	Consolidated Mortgage.....	1,000,000	7	"	"	1890	108
United N. J. R. R. & Canal Co.: Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	99	West Wisconsin: 1st Mort. land gr., gold skg fund....	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887	...
Sterling Loan £360,200 (U. Co's)	1,846,000	6	"	London.	1894	...	1st Mort. (Southern Extension). 1st Mortgage.....	640,000	7	"	"	1902	...
Sterling Loan £360,000 ("")	1,800,000	6	"	"	1894	...	1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	...
Loan of 1894 Sk. Fund ("")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	...	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	...
Loan of 1888 (United Company's)	154,000	6	Feb. and Aug.	"	1888	96	Williamson and Tarboro': 1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	...
Bond to State of N. J. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	1888	96	Wilmington, Colum. & Augusta: 1st Mortgage.....	3,900,000	7	June & Dec.	Baltimore.	1900	42
Sterling's S. F. £262,000 (C. & Am.)	1,310,000	6	Feb. and Aug.	London.	1880	...	Wilmington and Reading: 1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Loan of 1889 ("")	1,700,000	6	"	Philadelphia.	1883	101	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Mortg. Loan ("")	866,000	6	June & Dec.	Princeton.	1889	100	Wilmington and Weldon: Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	...
Loan of '78 (N. J. R. R. & T. Co.)	5,000,000	6	May and Nov.	Philadelphia.	1889	105	Sterling Bonds.....	221,400	7	May and Nov.	"	1886	...
Bond to State of N. J. (do.)	450,000	6	Feb. and Aug.	New York.	1873	...	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	104
Utah Central: 1st Mortgage.....	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	...	Wilmington and Western (Del.): 1st Mortgage.....	500,000	7	J. A. J. & G.	Phil. & Wilm.	1892	...	
Utah Southern: 1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City.	1890	...	Winona & St. Peter (C. & N. W.): 1st Mortgage \$20,000 p. m....	2,750,000	7	Jan. and July.	New York.	1887	80
Utica and Black River: 1st Mortgage.....	200,000	7	Jan. & July.	Salt Lake City.	1891	...	2d Mortgage \$12,000 p. m....	1,650,000	7	May and Nov.	"	1907	70
Bonds of 1871 (2d issue)....	575,000	7	" "	N. Y. & Utica.	1878	...	Extension mortgage bonds....	4,875,000	7	June & Dec.	"	1906	...
Utica, Ithaca and Elmira: 1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	...	Wisconsin Central: 1st M. L. G. gold S. F. \$25,000 pm....	4,618,500	7	Jan. and July.	Boston.	1901	80
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000 pm....	4,618,500	7	Jan. and July.	Boston.	1901	80
Vermont and Massachusetts: 1st Mortgage sinking fund....	550,000	6	Jan. and July.	Boston.	1883	100	Worcester (Md.): 1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	...
Convertible bonds, tax free....	200,000	7	" "	"	1879	104	Worcester and Nashua: Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	...
Convertible bonds....	180,000	7	" "	"	1881	103	Plain Bonds.....	185,300	6	Various.	"	1881-87	...
Vicksburg and Meridian: 1st series (red)....	717,500	7	Jan. and July.	Philadelphia.	1890	...	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue)....	850,000	7	" "	"	1890	...	CANAL BONDS.						
Mortgage 3d series (black)....	138,000	7	" "	"	1890	...	Chesapeake and Delaware: 1st Mortgage sinking fund....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
4th series (not end.)....	1,141,700	7	Apr. and Oct.	"	1890	...	Chesapeake and Ohio: Sterling Loan guaranteed....	4,375,000	50	J. A. J. & O.	London.	1890	...
Special Loan 1871....	218,000	8	Jan. and July.	"	1890	...	Preferred Bonds (next item)....	1,089,500	6	Jan. and July.	Baltimore.	1886	116
Vineland: 1st Mortgage tax free....	750,000	7	Apr. and Oct.	New York.	1890	...	1st Mortgage, guaranteed....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Virginia & Tennessee (A. M. & O.): Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	73	1st Mort. 1st series, Nov. 1, '07 regis. 2d series, July 1, 1889 regis. 3d series, Jan. 1, 1871	1,500,000	7	May and Nov.	New York.	1877	102
4th Mortgage.....	870,000	8	March & Sept.	"	1900	80	3,500,000	7	Jan. and July.	"	1884	108	
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	75	Coupon bonds of 1874....	3,000,000	7	Apr. and Oct.	"	1891	118
Funded Interest.....	226,300	8	" "	"	1880	...	Registered bonds of 1874....	2,000,000	7	"	"	1894	...
Income Mortgage (fundable)....	93,500	8	" "	"	1886	...	Lehigh Coal and Navigation: Mortgage Loan of 1877....	762,770	6	June & Dec.	Philadelphia.	1877	96
Walkill Valley (Erie): 1st Mortgage gold, tax free....	810,500	7	Apr. and Oct.	New York.	1901	...	Convertible Bonds.....	42,550	6	"	"	1882	96
Warren (D. L. & W.): 1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	...	Convertible Loan, gold....	822,000	6	March & Sept.	"	1894	108
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	...	1st Mortgage, registered....	5,441,841	6	J. A. J. & O.	"	1884	104
Warren & Franklin (O. C. & All R.): 1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, reg. (R. R.)....	2,000,000	6	F. M. A. & N.	"	1897	105
Warwick Valley (Erie): 1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	...	Mortgage (equip.) Loan, gold....	4,757,000	6	June & Dec.	"	1897	104
Watatch and Jordan Valley: 1st Mortgage.....	150,000	96	May and Nov.	New York.	1893	...	Consolidated Mortgage....	1,066,000	7	"	"	1911	102
Washington City, Va. Mid. & Gt. So.: 1st Mort. (O. Alex. & Manassas)....	1,850,000	7	Jan. and July.	Baltimore.	1882	89	Greenwood Mortgage Loan....	776,000	6	Feb. and Aug.	"	1892	...
2d Mort. ("")	350,000	7	" "	"	1891	...	Greenwood Mortgage Loan....	140,000	6	Apr. and Oct.	"	1877	...
1st Mort. (Orange & Alexandria)....	400,000	8	May and Nov.	"	1873	80	Monongahela Navigation: 1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
2d Mort. ("")	1,200,000	6	Jan. and July.	"	1875	80	1st Mort. (and Banking): 1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. ("")	600,000	8	May and Nov.	"	1873	74	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	...
4th Mort. ("")	700,000	8	March & Sept.	"	1880	59	Boat Loan, sinking fund....	236,965	7	Apr. and Oct.	"	1899	101
Funded Coupons (do.)....	722,064	7	"	"	1896	...	Preferred Stock Dividend Scrip....	103,164	7	Jan. and July.	"	1887	...
1st Mort. (Lynchburg & Danville)....	521,000	8	Apr. and Oct.	"	1896	...	Pennsylvania: 1st Mortgage skg fund guar....	2,806,000	6	Jan. and July.	Philadelphia.	1910	72
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	...	1st Mortgage (W. Val. Can.): 1st Mortgage (W. Val. Can.):	600,000	6	"	"	1878	...
Washington and Ohio: 1st Mort. (Alex. Lou. & Ham.)....	47,000	7	May and Nov.	New York.	1898	...	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	81
1st Mort. for \$9,000,000.....	255,500	7	Apr. and Oct.	"	1901	...	2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	...
Westchester and Philadelphia: General Mortgage, tax free....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	107	Improvement bonds....	260,000	6	May and Nov.	"	1230	92
Western North Carolina: 1st Mortgage.....	825,000	8	Jan. and July.	"	1890	...	Boat and Car Loan....	756,450	6	"	"	1913	79
Western of Alabama: 1st Mortgage (Western R. R.)....	800,000	8	Apr. and Oct.	New York.	1888	...	Boat and Car Loan....	621,600	7	"	"	1915	92
1st Mortgage (M. & W. Point R. R.)....	1,000,000	8	" "	"	1881	...	Coupon Bonds....	1,200,000	6	Jan. and July.	"	1896	79
2d Mortgage (consols guar.)....	1,158,000	8	" "	"	1900	...	Susquehanna and Tide Water: 2d Mortgage (Maryland Loan)....	1,000,000	6	Jan. and July.	Phila. & Balt.	1886	77
Income Mortgage.....	502,500	8	Various.	"	Var.	...	3d Mortgage (Susqueh. Canal)....	1,811,000	6	"	"	1878	...
Western Union Telegraph: 1st Mortgage.....	4,448,000	7	May and Nov.	New York.	1875	...	Pref. Int. B'ds (")	324,810	6	"	"	1894	85
Real Estate Bonds, Sink. Fund....	1,498,000	7	" "	"	1902	...	Union: 1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1874	...
Bonds (S. F.) Conv. till May '85	4,000,000	7	" "	"	1900	98	2d Mortgage.....	295,000	6	"	"	1883	...
Sterling Bonds, Sinking Fund....	1,030,000	6	March & Sept.	London.	1900	...							

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

Abstract of Committee Report



All entries  $\swarrow$  occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable."

State and Railroads are distinguished in "Railroads." State Railroads are printed in "Railroads."

Abstract of General Balance Sheet.

Year ending	Railroad	Property and Assets		Liabilities		Earnings.			
		Rolling Stock.	Railroad.	Accounts and Cash.	Accounts.	Bonds.	Surplus Income.	Dividends.	Value of shares.
M. M.	M. M.	M. M.	M. M.	M. M.	M. M.	M. M.	M. M.	M. M.	M. M.
Jan. 30, 1874	111,0	4,066,167	380,630	2,000,000	534,266	—	264,667	88,064	100,000
Sept. 30, 1874	111,0	5,0	310	Gilmanton, Clinton & Springfield, ... Illinois, 281,701	105,800	246,500	4,677,919	21,500	21,500
Jan. 30, 1874	111,0	3,1	10	Gotham and Decaturton (Eric), New York, 10,934,050	188,960	800,000	471,098	1,290,402	983,880
Sept. 30, 1874	111,0	26,0	15	Grand Rapids, Indiana & L. Shore, Mich., 225,726	57,778	583,001	238,738	125,189	100,000
Dec. 31, 1874	111,0	3,0	44,0	Grand Rapids, Michigan, 1,077,407	216,750	500,000	1,500,000	144,800	5,100
May 30, 1874	111,0	7,1	—	Grand River Valley (M. C. & I.), Michigan, 604,500	117,460	—	—	—	100,000
June 30, 1874	111,0	6,1	2	Grand Tower and Carbonado, Illinois, 240,100	—	—	—	—	100,000
July 31, 1874	111,0	37,269	84,563	Grand Trunk, ... Canada, 14,931,035	2,727,866	54,942,948	88,720,938	1,045,186	100,000
Sept. 30, 1874	111,0	29,0	17	Grand Trunk, ... Canada, 39,942,407	2,172,035	23,741,073	18,733,338	1,045,186	100,000
Dec. 31, 1874	111,0	6,1	2	Gulf, Western Texas and Pacific, Texas, 1,442,000	429,822	317	500,000	1,386,000	38,139
June 30, 1874	111,0	43,4	6,2	Gulf, Western Texas and Pacific, Texas, 1,347,000	—	—	467,000	900,000	100,000
Aug. 31, 1874	111,0	20,0	22,0	Gulf, Western Texas and Pacific, Texas, 1,347,000	—	—	14,260,828	9,146,900	100,000
Dec. 31, 1874	111,0	18,0	21,0	Gulf, Western Texas and Pacific, Texas, 1,347,000	—	—	1,182,450	700,000	100,000
Sept. 30, 1874	111,0	12,244	0,8	Harrisburg and Lancaster (Pa.), Pa., 1,882,620	821,792	—	2,037,940	1,254,566	100,000
Dec. 31, 1874	111,0	31	36	Harrisburg, Prov. & Lehigh (Pa.), Pitt. & L. I., 2,427,182	666,873	—	376,700	167,340	100,000
Dec. 31, 1874	111,0	7,4	—	Hartford, Prov. & Lehigh (Pa.), Pitt. & L. I., 2,427,182	—	—	2,000,000	541,000	212,017
Dec. 31, 1874	111,0	44,0	7,4	Hartford, Prov. & Lehigh (Pa.), Pitt. & L. I., 2,427,182	—	—	2,000,000	532,868	127,8
Dec. 31, 1874	111,0	29,0	7	Hartford, Prov. & Lehigh (Pa.), Pitt. & L. I., 2,427,182	—	—	2,000,000	532,868	127,8
Dec. 31, 1874	111,0	51	4,660	Hawthorne Central, ... Illinois, 36,166,291	—	—	5,958,883	2,366,642	29,000,000
Dec. 31, 1874	111,0	165	4	Hawthorne Central, ... Illinois, 36,166,291	—	—	5,958,883	2,366,642	29,000,000
Dec. 31, 1874	111,0	6,1	67,1	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	452,682	2,500,000	5,867,600	1,061,17	6,100,000
Dec. 31, 1874	111,0	16,8	84,4	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	18,699	95,017	347,658	41,917	100,000
Dec. 31, 1874	111,0	73	1,316	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	28,0	81,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	18,0	79	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	18,0	81,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	12,244	0,8	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	31	36	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	7,4	—	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	29,0	7	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	20,0	26,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	16,8	84,4	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	73	1,316	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	28,0	81,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	18,0	79	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	12,244	0,8	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	31	36	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	7,4	—	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	29,0	7	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	20,0	26,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	16,8	84,4	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	73	1,316	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	28,0	81,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	18,0	79	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	12,244	0,8	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	31	36	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	7,4	—	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	29,0	7	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	20,0	26,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	16,8	84,4	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	73	1,316	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	28,0	81,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	18,0	79	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	12,244	0,8	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	31	36	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	7,4	—	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	29,0	7	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	20,0	26,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	16,8	84,4	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	73	1,316	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	28,0	81,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	18,0	79	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	12,244	0,8	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	31	36	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	7,4	—	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	29,0	7	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	20,0	26,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	16,8	84,4	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	73	1,316	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	28,0	81,0	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	18,0	79	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	12,244	0,8	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	31	36	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	7,4	—	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	29,0	7	Hawaiian and Naples (T. W. & W.), ... Hawaii, 314,604	17,946	18,699	347,658	41,917	100,000
Dec. 31, 1874	111,0	20,0	26,0</						



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Dec. 30, 1872	227,000	11.9	39	19	7	411 1/2 miles, Zone and Dalton 1. Ala. Ga. & Tenn. 12,880,000	•
Dec. 31, 1874	25,000	4.5	8	6	2	122 1/2 miles, Shamokin Valley, and Potterville (N.C.) Pa. 1,268,000	•
Dec. 31, 1874	8,000	1.0	8	6	2	132 1/2 miles, The Boylan and Fond du Lac—Wisconsin	•
Nov. 30, 1874	31,2	0.4	342	9	2	139 Shenango and Allegheny (A. & G. W.) Pa. 1,166,532	•
Sept. 30, 1874	32,3	1.6	3	2	24 (Shepaug) Shore Line (N. Y., N. H. and H.) Conn. 285,000	•	
Sept. 30, 1874	150,9	1.6	50	5	161 Stonus (Ogall and Pacific) Neb. & Iowa. 7,866,810	•	
June 30, 1874	106,8	16.3	11	8	163 Stonus (Ogall and Pacific) Neb. & Iowa. 7,866,810	•	
July 1, 1874	123,5	7.1	414	6	164 Stonus (Ogall and Pacific) Neb. & Iowa. 7,866,810	•	
Sept. 30, 1874	33,0	2.0	3	1	170 1/2 miles, South Point and Southern (St. P. & S. C.) Ga. & Minn. 5,329,000	•	
June 30, 1874	182,0	16.1	3	1	172 South and North Alas. (Q.M. & G.W.) N. Y. 5,329,000	•	
Dec. 31, 1874	106,0	30.0	41	23	173 South Carolina 1. 5,329,000	•	
Sept. 30, 1874	116,9	2.8	3	12	174 South Shore. 5,329,000	•	
Sept. 30, 1874	116,9	1.8	20,0	5	175 Southern (L.J.) N. Y. & Pa. 4,638,738	•	
Sept. 30, 1874	116,9	14.0	14	7	176 Southern Central. N. Y. & Pa. 4,211,779	•	
Sept. 30, 1874	116,9	10.8	80	6	177 Southern (L.J.) N. Y. & Pa. 4,211,779	•	
June 30, 1874	167,6	14.0	14	7	178 Southern (L.J.) N. Y. & Pa. 4,211,779	•	
Dec. 31, 1874	142,2	14.2	19	24	179 Southern Pacific (Cont. of Ge.) California. 4,687,313	•	
Aug. 31, 1874	142,2	20.0	16	6	180 Springfield, Athol and Northeastern (A. & G. W.) Mass. 1,331,025	•	
Sept. 30, 1874	142,2	2.3	18	4	181 South Carolina 1. 5,329,000	•	
Sept. 30, 1874	142,2	12.0	12	10	182 Springfield & Ill. So. Eastern Illinois. 1,224,028	•	
Sept. 30, 1874	142,2	223,4	33	10	183 Stockbridge and Pittsfield (F. & W.) Mass. 448,700	•	
Sept. 30, 1874	142,2	22,9	9	10	184 Stony Brook (R. and L.) Mass. 900,094	•	
Sept. 30, 1874	142,2	18,2	9	10	185 Stony Brook (R. and L.) Mass. 900,094	•	
Sept. 30, 1874	142,2	15,5	15	15	186 Sullivan and Erie (P. and N. E.) Penn. 1,587,718	•	
Dec. 31, 1874	142,2	14.2	19	24	187 Sunbury and Lewiston (Penn.) Penn. 1,900,000	•	
Aug. 31, 1874	142,2	20.0	16	6	188 Susquehanna and Potowmack (N.C.) Pa. 181,000	•	
Sept. 30, 1874	142,2	2.3	18	4	189 Susquehanna, Bloomsburg and N. Y. (D.L. & W.) N.Y. 4,644,028	•	
Sept. 30, 1874	142,2	12.0	12	10	190 Susquehanna, Bloomsburg and N. Y. (D.L. & W.) N.Y. 4,644,028	•	
Sept. 30, 1874	142,2	223,4	33	10	191 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	192 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	193 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	194 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	195 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	196 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	197 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	198 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	199 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	200 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	201 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	202 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	203 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	204 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	205 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	206 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	207 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	208 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	209 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	210 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	211 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	212 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	213 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	214 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	215 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	216 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	217 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	218 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	219 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	220 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	221 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	222 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	223 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	224 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	225 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	226 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	227 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	228 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	229 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	230 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	231 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	232 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	233 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	234 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	235 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	236 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	237 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	238 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	239 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	240 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	241 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	242 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	243 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	244 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	245 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	246 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	247 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	248 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	249 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	250 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	251 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	252 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	253 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	254 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	255 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	256 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	257 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	258 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	259 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	260 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	261 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	262 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	263 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	264 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	265 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	266 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	267 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	268 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	269 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	270 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4	33	10	271 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	22,9	9	10	272 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	18,2	9	10	273 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	15,5	15	15	274 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	12.0	12	10	275 Susquehanna and Erie (P. and N. E.) Penn. 1,587,718	•	
Sept. 30, 1874	142,2	223,4</					

## PREFERRED &amp; GUARANTEED STOCKS

Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.

COMPANIES.	Amount of stock issued.	Div'dns.			
		Rate.	Paid.	Market Price.	Rate.
<b>RAILROAD STOCKS:</b>					
Atlantic and Great Western, pref.	10,000,000	7	7		
Atlantic and Michigan and Ohio, pref.	800,000	7	7		
Atlantic and St. Lawrence, * guar.	276,200	7	7		
Atlantic and St. Lawrence, * guar.	10,000,000	7	5 1/2		
Atlantic and St. Lawrence, * guar.	3,994,900	4	4		
Baltimore and Ohio, * preferred.	3,552,800	5	5	105	
Berkshire, * guaranteed.	600,000	7	7	75	
Bloomsburg and Corning, * guaranteed.	250,000	5	5		
Boston, Concord and Montreal, pref.	800,000	6	6	78	
Buffalo, New York and Erie, * guar.	950,000	7	7		
Catawissa, * pref. and guar.	1,155,500	7	7	92	
Camden and Amboy, * guaranteed.	5,847,800	10	10	128	
Camden and Atlantic, preferred.	328,469	7	7	100	
Cayuga and Susquehanna, * guar.	889,110	9	9		
Cedar Rapids and Missouri River, preferred and * guaranteed.	768,000	7	7		
Central of New Jersey, * guar.	20,060,000	10	10	100	
Central Ohio, preferred.	411,550	6	6	82	
Chesire, * guaranteed.	386,000	6	6		
Chicago and Alton, * preferred.	2,158,200	7	5	49	
Chicago, Iowa & Nebraska, * guar.	2,425,400	10	10	128	
Chicago and North-Western, pref.	3,916,300	8	8	110	
Cine, Sand, and Cleveland, pref.	428,653	7	7	63	
Cleveland and Mahoning, * guar.	2,052,200	7	7		
Cleveland and Pittsburgh, * guar.	241,900	8	8		
Cumberland Valley, 1st preferred.	243,000	8	8		
" 2d preferred.	922,400	8	8		
Dayton and Michigan, pref. & guar.	1,330,950	6	6		
Delaware, * guaranteed.	2,517,140	6	6		
Detroit and Milwaukee, pref. & guar.	5,060,000	8	7 1/2		
Dubuque and Sioux City, * guar.	590,318	8	8		
Eastern (N. H.) * guaranteed.	492,500	5	5	25	
Elmira, Jeff. and Canad., * guar.	500,000	7	7	82	
Elmira & Williamsport, * pref. & * guar.	500,000	7	7	55	
Erie Railway, preferred.	5,836,910	7	7	31	
Erie and Pittsburgh, * guar.	2,066,000	7	7		
Evan'sville and Crawfordsville, pref.	100,000				
Hannibal and St. Joseph, pref.	5,167,700	7	7	28	
Harrisburg and Lancaster, * guar.	1,182,550	7	7	104	
Housatonic, preferred.	1,180,000	8	8	98	
Huntington & Broad Top Min., pref.	190,750	7	7	29	
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	98	
Joliet and Chicago, * guar.	1,500,000	7	7		
Joliet and Northern Indiana, * guar.	300,000	8	8		
Little Miami, Col. and Xenia, * guar.	6,594,450	8	8		
Louis., Cincinnati and Lex. pref.	851,000	9	9		
Marietta and Cincinnati, 1st pref.	5,101,050	6	6	94	
" 2d pref.	4,434,250	6	6	8	
Mich. Southern, (Lake Shore) * guar.	533,500	10	10		
Mill Creek, * guaranteed.	323,375	10	10		
Milwaukee and St. Paul, preferred.	12,274,488	7	7	79	
Mine Hill, * guaranteed.	5,366,450	8	8	106	
Montclair, * guaranteed.	2,000,000	7	7		
Morris and Essex, * guar.	16,000,000	7	7	123	
Nesquehoning Valley, * guar.	2,000,000	10	10	124	
Newark and New York, * guar.	666,000	10	10	129	
Newark and Beaver Valley, * guar.	7,295,200	10	10	106	
New Jersey, * guaranteed.	971,400	10	10	136	
New London Northern, * guar.	1,500,000	8	8	138	
New York & Harlem, * pref. & guar.	8,500,000	8	8		
" com. & * guar.	1,000,000	6	6		
Niagara Br. & Canandaigua, * guar.	106,000	8	8		
North Eastern (S. C.), preferred.	1,000,000	8	8		
Northern New Jersey, * guar.	2,322,400	10	10	123	
Norwich and Worcester, * guar.	2,000,000	8	8		
Ogdensburg & Lake Champlain, * guar.	7,000,000	12	12	128	
" pf. & * guar.	620,000	8	8		
Ohio and Mississippi, preferred.	1,144,400	9	9		
Oswego and Syracuse, * guar.	4,080,000	7	7	49	
Panama, guaranteed.	324,000	6	6		
Pemberton and Hightstown, * guar.	2,281,900	12	12	200	
Peoria and Bureau Valley, * guar.	1,561,687	10	10	110	
Phila, Germantown & Norristown, * guar.	1,250,100	10	10	135	
Philadelphia and Reading, * pref.	22,214,285	7	7	102	
Philadelphia and Trenton, * guar.	450,000	5	5	86	
Pittsburgh, Ft. Wayne & Chic., * guar.	1,500,000	10	10	61	
Pittfield and North Adams, * guar.	557,560	7	7		
Portland, Saug & Portsmouth, * guar.	4,300,000	7	7	10	
Rochester and Genesee Valley, * guar.	2,468,400	7	7	224	
Rutland, * preferred and guaranteed.	1,054,100	7	7		
St. Louis, Alton & Terre Haute, * guar.	12,000,000	8	8	27	
St. Louis, Jackson & Ch., pf. & * guar.	576,000	5	5		
St. Louis, Kansas City & Nor., pref.	1,700,000	7	7		
Schuykill Valley, * guaranteed.	1,000,000	7	7		
Shamokin V. & Pottsville, * guar.	1,000,000	7	7		
Toledo, Peoria & Warsaw, 1st pref.	1,300,000	7	7	102	
" 2d pref.	1,000,000	7	7		
Toledo, Wabash and Western, pref.	1,000,000	7	7		
Warren, * guaranteed.	1,000,000	7	7		
<b>CANAL STOCKS:</b>					
Delaware Division, * guar.	1,633,350	8	8		
Dalaware and Raritan, * guar.	5,347,500	10	10		
Morris Watered and * guaranteed.	1,175,000	10	10	132	
" com. and * guar.	1,090,000	4	4	52	
Schuykill Navigation preferred, * guar.	1,000,000	6	6	204	

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/4 cents per lb.; Pig, 27 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 6; Scrap Wrought, 88 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton 23—@—

Gartsherrie.....33 50 @—

Summerlee.....30 @—

Carnbroe.....30 @—

Langloan.....30 @—

Glenarnock.....21—@—

Eglinton.....29 50 @ 30

Pig, American, No. 1.....23—@—

Pig, American, No. 2.....21—@ 22

Pig, American, Forgo.....18—@ 20

Bar Refined; English and American.....@—

Bar, Swedes, assorted sizes.....(gold).....@ 110

## STOR PRICES.

Bar, Swedes, ordinary sizes.....130—@ 140

Bar, Swedes, Plow sizes.....60—@—

Bar, Refined, 1/2 to 2 in. rd. & sq. 1 to 6

inch x 1/2 to 1 in.....57 50 @—

Bar Refined, 1/2 to 6 by 1/2 to 5 1/2 in.....62 50 @—

Bar Refined, 1 & 1/2 by 1 & 1/2 to 5 1/2 in.....62 50 @—

Large Rounds, 2 1/2 to 3 1/2 @ 4 in.....62 50 @ 72 50

Scroll.....77 50 @ 122 50

Ovals and Half-round.....72 50 @ 82 50

Band, 1 to 6 in. by 3-16 to No. 12.....72 50 @ 77 50

Horse Shoe.....86—@ 90

Rods, 1/2 to 1 in.....60 @ 110

Nail Rod.....per lb.

Sheet Russia, as to assortment.....(gold).....113 @—

Sheet, Single, D. and T. Common.....4 1/2 @—

Sheet, Doubled and Trebles, Charcoal.....5 @—

Sheet Galvanized 1st and 2d quality. List 20 @ 35 per cwt. disc.

Rails, English.....(gold).....per ton 38—@ 36

Rails, American, at Works in Penna., c. y. 43—@ 48

STREL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad val. (Store Prices.)

English, Cast, (2d and 1st quality).....per lb. 14 1/2 @—18

English, Spring (2d and 1st quality).....6 1/2 @—6 1/2

English Blister (2d and 1st quality).....9 @—14

English Machinery.....9 1/2 @—10 1/2

English German (2d and 1st quality).....10 1/2 @—11 1/2

American Blister.....@—9

American, Cast, Tool.....@—16

American, Cast Spring.....@—10

American Machinery.....@—10

American German Spring.....@—10

NAILS—DUTY: Cut, 14; Wrought, 24. Wrought Horse Shoe, 5 cents per lb.; Copper, 46 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.

10d. to 2d. Com. Fence & Sheath per kg. 2 87 1/2 @ 3

8d. and 9d. " 3 25 @—

6d. and 7d. " 3 50 @—

4d. and 5d. " 3 75 @—

3d. and 4d. Light.....4 50 @—

2d. Fine.....5 25 @—

Cut Spikes, all sizes.....3 25 @—

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 1 1/2 to 10 cents per pound.

Bianca.....(gold) per lb. @—23

Straits.....(gold).....18 1/2 @—18 1/2

English, L. & F.....(gold).....@—18 1/2

English, Refined.....(gold).....@—18 1/2

Plates—Fair to good brands. Gold.

I. C. Charcoal.....per box. 7 50 @ 7 75

I. C. Coke.....6 62 1/2 @ 6 75

Coke Terne.....6 12 1/2 @ 6 25

Charcoal Terne.....7 @—7 25

PLATE—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40 @ 48 gravity (in bulk).....8 1/2 @—8 1/2

Crude 40 @ 47 gravity (in shipping order).....@—11

Refined, Standard White (in ship'g order).....14 1/2 @—14 1/2

Refined, S. W. (in jobbing lots).....17 @—17 1/2

Refined, S. W. (in tins).....18 1/2 @—21

Naphtha, Refined (65 @ 73 gravity).....9 1/2 @—6

Residuum—(in shipping order) per gall. 6 1/2 @—6

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 46 per cent. ad val.

Copper, New Sheathing, (over 12 oz.) per lb. @—30

Copper, Bolts.....@—31

Copper, Braziers' (over 16 oz.).....@—31

Copper, Nails.....38 @—39

Copper, Old Sheathing, &c., mixed lots.....19 @—21

Copper, American Ingot Lake.....@—22 1/2 @—21 1/2

Copper, English Pig.....@—2

Yellow Metal, New Sheathing & bronze.....@—21

Yellow Metal, Bolts.....@—28

Yellow Metal, Nails, Sheathing & Slating ..@—21 @—21

LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.

Spanish Ordinary.....(gold) per 100 lb. 6 87 1/2 @ 7

German Ordinary.....(gold).....6 87 1/2 @ 7

English.....(gold).....@—7 1/2

Foreign Refined.....(gold).....@—6

Domestic.....(gold).....@—6

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 20 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 30 lb. to the bushel.

Liverpool Gas Cannel.....10—@—

Liverpool House Cannel.....15—@—17

Wilms., Col. & Aug. 7a.....10

Anthracite (by cargo).....per ton of 2,000 lb. 6 24 @ 6

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	W. 2	Tb. 3	F. 4	Sat. 5	M. 7	Tu. 8
<tbl\_info cols="

## New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.	
Adams Express.	1074	108	109	109	109	109	
Albany and Susq.	103	103	103	103	103	103	
1st mortgage.							115
2d mortgage.	1084	108	109	109	109	109	
American Express.	581	581	60	60	60	60	634
Am. Dock and Imp.	102	102	102	102	102	102	
Atlantic & Pacific pref.	61	51	6	5	5	5	
Atlantic & Pacific Tel.	204	204	204	204	204	204	
Bost. Hart. & Erie 1st.	42	42	42	42	42	42	
Burl. C. R. & Minn. 1st.	111	111	111	111	111	111	
Central of N. Jersey	109	109	109	109	109	109	
1st mortgage, new.	115	115	115	115	115	115	
2d, consolidated.	111	111	111	111	111	111	
7s, convertible.	1104	110	110	110	110	110	
Central Pacific 6s, gold	1064	106	106	106	106	106	
1st M. (San Joaquin).	934	93	94	94	94	94	
1st M. (Cal. and Or.).	914	92	92	92	92	92	
Cheas. and Ohio 1st M.							
Chicago and Alton	104	104	104	104	104	104	
Preferred.		109	109	109	109	109	
1st mortgage.							
Sinking Fund.							
Income bonds.							
Chic. Burl. & Quincy 119		119	119	119	119	119	
7s Consol. 1905.		1084	1084	1084	1084	1084	
8s, 1883.		115	115	115	115	115	
Chic. & Milwaukee 1st.		119	119	119	119	119	
Chic. Mil. and St. Paul.	414	42	42	42	42	42	
Preferred.	764	76	77	77	78	79	
1st mortgage, 8s.		114	114	114	114	114	
2d mortgage, 7 3-10s.							
7s, gold.		964	96	96	96	96	
1st M. (La Crosse div.)	984	98	99	99	99	99	
1st M. (L and M. div.)	92	91	91	91	91	91	
1st M. (L and D. div.).							
1st M. (O. & M. div.)	944	94	94	94	94	94	
Consolidated S. F.	84	84	85	85	85	85	
Chicago & Northwestern	414	41	42	42	42	42	
Preferred.	624	62	63	63	63	63	
1st mortgage.							
Sinking Fund.							
Consolidated 7s	1014	100	100	101	101	101	
Consol. Gold bonds.	894	89	90	90	90	90	
Do. reg.							50
Chic. Rock Isl. & Pac.	1084	108	109	109	109	108	
7s, 1896.		109	109	109	109	109	
Clev. Ool. C. and Ind.	56	56	56	56	56	56	
1st mortgage.		109	109	109	109	109	
Clev. & Pittsburg guar.	95	95	94	95	95	95	
7s, Consolidated.	109						
4th mortgage.	1614	101	102	102	102	102	
Clev. P. and Ash.							
7s, new.							
Clev. and Tol. S. F.							
Col. Chl. & Ind. Cent.	54	54	55	55	55	55	
1st mortgage.	53	53	53	53	53	53	
2d mortgage.							
Consol. Coal of Md.	48	47	48	48	48	48	
Del. & Hudson Canal	120	120	120	120	121	121	
Reg. 7s, 1894.							
Reg. 7s, 1884.							
7s, 1894.	112	112	112	112	112	112	
Del. Lack. & Western.	1184	118	119	119	119	119	
2d mortgage 7s.							
7s, Convertible.		118	118	118	118	118	
Det. Mon. & Tol. 1st.	1004	100	100	101	101	101	
Dt. of Columbia 3-6s.	714	71	71	72	71	71	
Erie Railway.	17	164	164	174	174	164	
Preferred.		31	31	31	31	31	
1st mortgage.							
2d mortgage.							
3d mortgage.							
4th mortgage.							
5th mortgage.							
Great Western 1st mort.							
2d mortgage.							
Hannibal & St. Joseph.	204	21	20	18	18	18	
Preferred.	31	304	31	31	31	31	
8s, Convertible.	834	83	83	83	83	83	
Hudson River 2d mort.		1124	112	112	112	112	
Illinois Central.	95	95	95	95	95	95	
Kansas Pacific.	144	144	14	14	14	14	
Lake Shore & Mich. So.	664	66	66	67	66	66	
Consol. 7s.							
Consol. 7s, reg.							
2d Consolidated.							
Lake Shore Div. bonds.							
Long Dock bonds.							
L'ville & Nash. 7s Cons.	90	90	90	90	90	90	
Michigan Central.	604	60	60	61	60	59	
7s, 1902.	1034	103	103	103	103	103	
8s, 1892.							
M. S. and N. I. 1st. S.F. 108							
2d mortgage.							
Morris and Essex.	1024	102	102	103	103	103	
1st mortgage.							
2d mortgage.	1084	110	110	110	110	110	
7s of 1871.	109	109	109	110	110	110	
7s, Convertible.							
7s, Consolidated.	108	108	108	107	107	107	
N. Y. Cent. & Hud. Riv.	1114	111	112	114	113	112	
7s, Sinking fund, 1876.							
6s, Sinking fund, 1883 1044	104	104	104	104	104	104	
6s, Sinking fund, 1887.							
1st mortgage.							
1st mortgage, reg.							
N. York and Harlem.	1364	136	136	137	137	138	
Preferred.							
1st mortgage.	1174	117	117	117	117	117	
1st mortgage, reg.	1174	117	117	117	117	117	

## New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.	
New Jersey.							
N. Y. Haven & Hart.							
North Missouri 1st M.							
Ohio and Mississippi	224	214	214	214	214	214	
Preferred.							
2d mortgage.	78	77	77	78	78	78	
Consolidated 7s.							
Consol. Sinking fund.							
1st M. (Springfield D.).							
Pacific Mail S. S. Co.	354	344	354	354	354	354	
Pacific R. R. of Mo.	134	14	134	144	144	144	
1st mortgage.	884	88	88	88	88	88	
Pacific 7s, guar. by Mo.							
Panama.	130	130	130	130	130	130	
Pitts., Ft. W. & Chi. gtd 1014	1004	101	101	101	101	102	
1st mortgage.							
2d mortgage.							
3d mortgage.							
Quicksilver Mining Co.	174	174	174	174	174	174	
Preferred.							
St. L. Alton and T. H.							
St. L., Alton and T. H.							
Preferred.							
1st mortgage.	884	88	88	88	88	88	
St. L., Iron Mt. & S'thn.	204	20	21	21	21	21	
2d mortgage.	964	96	96	96	96	96	
St. L., Jack. & Chi. 1st.							
St. L., Kan. City & N.							
Preferred.	29	27	27	27	27	27	
Tol. P. & War. 1st E.D.							
1st mort.	82	82	82	82	82	82	
St. L., Wab. & Western.	64	64	64	64	64	64	
Preferred.							
1st mortgage.							
2d mortgage.							
3d mortgage.							
St. Louis Division.							
Union Pacific.	694	68	69	68	69	68	
1st mortgage.	1084	103	105	103	104	104	
Land Grant 7s.	1014	101	101	101	101	101	
Sinking Fund 8s.	96	96	96	96	96	96	
United States Express.	61	62	67	69	69	68	
Warren.							
Wells-Fargo Express.	85	84	85	87	87	87	
Western Pacific bonds.	96	96	97	98	98	98	
Western Union Tel.	774	76	76	78	77	77	
7s, S. F. conv., 1900.	984	98	98	98	98	98	

## New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.	
FEDERAL STOCKS:							
U. S. 5s, 10-40s, reg.	1164	116	116	116	116	116	
U. S. 5s, 10-40s, coup.	119	119	116	116	116	116	
U. S. 5s, 1881, reg.	1174	117	117	117	117	117	
U. S. 5s, 1881, coup.	117	117	117	117	117	117	
U. S. 5s, 1881, reg.	122	122	122	122	122	122	
U. S. 5s, 20s, reg. 1865.	1264	126	126	126	126	126	
U. S. 5s, 20s, c. 1865.	126	126	126	126	126	126	
U. S. 5s, 20s, c. 1865, 1194.	126	126	126	126	126	126	
U. S. 5s, 20s, reg. 1867.	1214	121	121	121	121	121	
U. S. 5s, 20s, c. 1867.	121	121	121	121	121	12	

back average at \$47,356,200. Their deposits stood at \$224,509,100. The loan item was \$266,067,400. The circulation was \$17,449,300.

The City Bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities, of \$14,799,725.

The aggregate of the outstanding U. S. currency, of all denominations, February 1st was \$17,205,989. The outstanding amount of legal tender notes is \$371,278,140. The National bank circulation is now \$342,809,036, including \$2,100,085 of national gold bank notes.

The specie shipments from San Francisco, January 1 to Jan. 27th, were \$2,066,860, against \$1,424,902 same time in 1875. The overland shipments of coin to New York from Jan. 1st to 27th were \$1,160,570.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$11,342,844; special deposit of legal tenders for the redemption of certificates of deposit, \$41,790,000; Coin, \$72,511,857; Coin certificates, \$84,698,900.

The week's import entries of Foreign Merchandise at New York were \$6,756,220, including \$2,488,020 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 70½ millions; and from Customs, 91 millions.

Gold has been less active, and at the close weak and irregular as to price. The speculative demand has been less confident. A moderate inquiry has been noted for Custom House purposes with a light export movement. The extremes of the price during the week have been 112½@113, closing on Wednesday at 112½ as against 113½, on Wednesday of the preceding week. The specie outflow last week was \$387,746 against \$496,167 the previous week. The imports of specie at this port last week were \$712, and since January 1, \$394,411, as against \$146,463 same time last year. The customs demand for gold last week averaged \$346,833 per day. Foreign Exchange has been moderately active, closing generally steady. Bankers' sixty day bills on London closed on Wednesday at \$4 85½@ \$4 86; eight bills on London at \$4 89½@ \$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,557,275. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,756,290 as against \$5,926,495 the corresponding week of 1875.

Government Securities have varied in price with gold, and have been offered with more freedom, (chiefly on foreign account) through the week, but the home investment demand has been quite active at the ruling figures, and at the close, the market showed more steadiness. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$361,038,462.

U. S. sixes of 1861 closed on Wednesday of this week at 122½@122½; U. S. Five-Twenties of 1864, at 114½@114½; U. S. Five-Twenties of 1865, 117½@118; U. S. Five-Twenties of 1866, consolidated, 119½@119½; U. S. Five-Twenties of 1867, 121½@121½; U. S. Five-Twenties of

1868, 123½@123½; U. S. Ten-Twenties at 119½@120½; U. S. Fives of 1881, (Funding Loan) 117½@117½; Six per cent. currency Sixes, 125½@125½.

State and Railway bonds have been in fair request, and have been quoted generally quite firm in price. And in the line of Railway and Miscellaneous share property a moderately active movement has been reported through the week at variable places, closing generally more steady.

General business has been on a moderate scale. Domestic Produce has been selling to a fair extent in the leading instances, but prices have shown considerable irregularity. Breadstuffs, Provisions, and Cotton closed more firmly. Foreign merchandise, has been in less demand, but not altered much as to values. The Metal trade has been dull. Eglinton Pig Iron quoted here at \$29 50@\$30; Glengarnock \$31@\$32; Coltness \$33; No. 1 American Pig at \$23@\$24; No. 2 do. at \$21@\$22; Forge, \$16@\$20; English Rails (in bond) \$86@\$86 gold; American Rails at works, \$45@\$48; Old Rails \$20@\$22. Wrought Scrap, \$30@\$31. Ocean freights have been comparatively slow, at variable rates, closing for Cotton, Flour, Grain, and Provisions with more firmness.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Rome, Watertown and Ogdensburg 7s, consol., 98½; Central Pacific 6s, Land Grant, 98½; Dubuque and Sioux City R. R., 7s; do. 1st mort. 2d div., 106; Chicago and Northwestern Interest bonds, 104; Lehigh and Wilkesbarre 7s, consol., 99½; Morris and Essex 7s, Construction, 101½; East Tennessee, Virginia and Georgia 1st mort., 88½; Canada Southern 1st mort., coupon on, 70; do. with interest certificate, 69½; United States 5-20s, coupon, called bonds, 114½; Buffalo and Erie 7s, new, 104½; Chicago, Rock Island and Pacific 6s, S. F., 99; Cedar Falls and Minnesota 1st mort., 85; Indianapolis, Bloomington and Western 1st mort., 80; do. 2d mort., 11; Hannibal and Central Missouri 1st mort., 81; South Pacific Railroad of Missouri 6s, 67; Toledo, Peoria and Warsaw 2d mort., 87; do. 7s consol., 40; Chesapeake and Ohio 1st mort., coupon on, 31; Toledo, Canada Southern and Detroit 1st mort., 58; Delaware and Hudson Canal reg. 7s, 1877, 102; Long Island R. R. 1st mort., 101½; Missouri, Kansas and Texas R. R., 8; New Jersey Southern R. R., 1½; Belleville and Southern Illinois pref., 19; Tennessee 6s, 48; do new, 44½; do. new series, 44½; Missouri 6s, long bonds, 102½; do. 6, 1877, 100½; North Carolina 6s, special tax, 1st class, 3½; do. 6s, old, Jan. and July, 17½; New York State 7s, Bounty Loan, reg., 104½; do. coupon, 104½; Virginia 6s, consol., 2d series, 45; Arkansas 6s, Fund act, 45; Canton Co., 46; Spring Mt. Coal, 64. The latest quotations are: Pacific Mail 85½@85½; Western Union Telegraph, 77½@77½; Atlantic and Pacific Tel., 20½@20½; Quicksilver Mining 17½@18; do. pref., 20@23; Mariposa Land and Mining, 8½@9; do. pref., 8½@10½; Adams Exp., 109½@109½; American Exp., 68@68½; U. S. Express, 68½@68½; Wells-Fargo Express, 87@87½; Chicago and Alton, 108½@104½; Cleveland and Pittsburg, 95@95½; Chicago and North Western, 41½@42; do. pref., 68@68½; Chi-

ago Rock Island and Pacific, 108½@109; Chicago, Milwaukee and St. Paul, 42½@42½; do. pref., 79½@79½; Cleveland, Columbus, Cincinnati and Indianapolis, 55½@56; Columbus, Chicago and Indiana Central, 5@5½; Delaware, Lackawanna and Western, 118½@119½; Erie, 15½@16½; Hannibal and St. Joseph, 18@18½; do. pref., 28½@28½; Lake Shore and Michigan Southern, 65@65½; Michigan Central, 59½@59½; New York and Harlem, 138@140; N. Y. Central and Hudson River, 112½@118; Central of New Jersey 109½@110; Ohio and Miss., 21½@21½; Pennsylvania, 130@134½; Toledo, Wabash and Western, 6½@6½; Pacific R. R. of Missouri, 18½@14; Union Pacific, 68½@68½; do. 1st mort., 104@104½; do. 7s, land grant, 101½@101½; do. sinking fund 8s, 95½@96; Central Pacific 6s, gold, 106½@106½.

Philadelphia.—Allegheny Valley Income bonds, 58; Pennsylvania and New York 7s, 109; Northern Pacific 7.80s, 22½; Philadelphia and Reading 1848-'80, 103½; Susquehanna Canal 6s, 77; Schuylkill Navigation 6s, 1895, 79; do. div. scrip, 94½; Philadelphia and Reading Coal and Iron mort., 7s, 92; do. debent., 7s, 85; West Jersey 1st mort. 6s, 100; do. 7s, 108; Delaware and Bound Brook R. R. 7s, 103; Oil Creek 7s, rec., 72; Lehigh Navigation consol., 7s, 102; Washington and Georgetown R. R. 6s, 95½; Wilmington and Reading 1st mort., 47½; Huntingdon and Broad Top Mt. 7s, consol., 64; Philadelphia, Germantown and Norristown R. R., 100½; Fifth and Sixth R. R., 80; Morris Canal pref., 132; Ridge Ave. R. R., 78; Nesquehoning Valley R. R., 56½. The latest quotations are: City 6s, 103@—; do. free of tax, 108½@—; Pennsylvania State 6s, 2d series, 103@103½; do. 3d series, 112@113; Philadelphia and Reading, 51½@51½; do. Gen'l mort. 7s, coup., 118@115½; do. reg., 111½@—; do. mort. 6s, 1880, 108@104; do. 7s, new conv., 105½@106; do. 7s, 1898, 111½@—; United New Jersey R. R. and Canal Co., 138½@139; Camden and Amboy mort. 6s, 1889, 105½@106; Pennsylvania R. R., 54½@55; do. 1st mort., —@104½; do. general mort. coupon, 103½@103½; do. reg., 105@—; Little Schuylkill R. R., 51½@51½; Morris Canal, 52@—; do. pref., 133@—; do. 6s, 100@—; Susq. Canal, 80@9; do. 6s, 76@78; Schuylkill Nav., 7½@8; do. pref., 15@15½; do. 6s, 1882, 81½@82; do. 1872, 95@96; do. 6s, Imp., 90@—; Elmira and Williamsport pref., 89@42; do. 7s, 100½@—; do. 5s, 65@—; Lehigh Coal and Navigation, 50½@50½; do. 6s, 1884, 103½@104; do. R. R. Loan 102@—; do. Gold Loan, 105@105½; North Pennsylvania, 58@—; do. 6s, 104@104½; do. 7s, 107½@109; do. Gen'l mort. 7s, 104½@105; Philadelphia and Erie, 21½@21½; do. 6s, 101@102; do. 7s, 92½@92½; Minehill, 53½@53½; Catawissa, 19@20; do. pref., 45@46; do. new pref., 43½@44; do. 7s, 1900, 105½@—; Lehigh Valley, 63@63½; do. 6s, new coupon, 104@105; do. reg., 105@106; do. 7s, 118@118½; do. 6s, consol. mort., 100@100%; Fifth and Sixth streets (horse), 79½@80½; Second and Third, 92@93; Thirteenth and Fifteenth, 48½@50; Spruce and Pine, 52@54; Green and Coates, —@71; Chestnut and Walnut, 118@114; Hestonville, 37½@38; Germantown, 88@89; Union, 108@112; Lombard and South, 84½@83; Ridge Avenue, 70@75; Tenth and Eleventh, 120@—.

**Boston.**—Philadelphia, Wilmington and Baltimore R. R. 6s, 101½; Cincinnati, Sandusky and Cleveland 7s, 71; Atchison, Topeka and Santa Fe 2d mort, 84½; Eastern R. R. 7s, notes, 50; Ogdensburg and Lake Champlain 8s, 1879, 95; Michigan Central Air Line 8s, 90; South Boston Horse R. R., 60½; Quincy Railroad Bridge Co., 106½; New Bedford R. R., 109; Rutland pref., 10; New Hampshire 6s, 107½; Massachusetts 5s, 1893, gold, 111½; Chicago 7s, 105; St. Louis City 6s, 1895, 100½; St. Louis County 6s, 1878, 106½; do, 1880, 106; do, 7s, 1887, 104½; Providence 5s, 1900, gold, 105½; Boston 5s, 1878, gold, 110½; do, 1882, 108; do, 1883, 107½; Chelsea 6s, 1891, 104½; Salem 6s, 1887, 97; Fall River 6s, 1895, 105; do, 5s, 1894, 102½; Portland 6s, 1882, 102; do, 1907, 100; Springfield, Ills., 10s, 104½; Cincinnati 7.30s, 1902, 102½; do, 6s, 1882, 100; Lynn 6s, 1894, 104½; Lowell 6s, 1890, 104½.

**Baltimore.**—Atlanta and Richmond Air Line 8s, 62; Virginia and Tennessee 8s, 80; Chesapeake and Ohio Canal 6s, 116; Union R. R. 1st mort., guar., 96; Baltimore and Ohio 1st pref., 105; do, 2d pref., 104½; Maryland Defense 6s, 111; Virginia Peeler, 44; Baltimore City 6s, 1875, 102½; do, 1890, 108½; do, 1902, 108½; do, 1900, 107½; do, 1900, new, 107½; do, 1886, 107; Cincinnati 7.30s, 103½; Santa Clara Mining Co., 17½; do, bonds, 44; Atlantic Coal, 2.54. The latest quotations are: Wilmington and Weldon 7s, 100@101; Wilmington, Columbia and Augusta 7s, 40@43; Richmond and Danville 1st mort., 71@72½; Pittsburgh and Connellsburg 7s, 1898, 105½@106; Baltimore and Ohio, 172½@173; do, 6s, 1880, 108½@104; do, 1885, 106@108; Washington Branch 120@—; Northern Central, 37½@38; do, 6s, 1877, 100@—; do, 6s, 1885, 102@105; do, 6s, 1900, 102½@103½; do, 6s, 1900, gold, 100@101; N. W. Va. 8d mort, 1885, 100@—; Marietta and Cincinnati 1st mort, 7s, 1892, 107@108; do, 2d mort, 7s, 100@100½; do, 3d mort, 8s, 77@77½; Central Ohio, 42@43; do, 1st mort, 102@103; Western Maryland, 5@5½; do, 1st mort, 6s, 1890, 90@90; do, 1st mort, guar., 108@—; do, 2d mort, guar., 103@—; do, 3d mort, guar., 103@—; do, 2d mort, pref., 92@—; do, 2d mort, guar, by Washington Co., 95@100; Virginia and Tennessee 2d mort, 6s, 77@80; do, 3d mort, 8s, 79½@80; Orange and Alexandria 1st mort, 6s, 85@90; do, 2d mort, 6s, 80@81; do, 3d mort, 8s, 75@76; do, 4th mort, 8s, 59½@61; Orange, Alex. and Manassas 7s, 89½@89½; Baltimore 6s, 1875, 102½@102½; do, 1884, 107½@—; do, 1886, 107½@—; do, 1890, 108½@108½; do, 1900, 107½@—; do, 1902, 107½@—; do, 6s, exempt, 110@—; do, 5s, 80@90; Memphis City 6s, 80@40; Maryland Defense 6s, 1883, 110½@111; do, 6s, 1890, 105@108; do, 6s, exempt, 109½@—; do, 5s, 90@—; Virginia coupon 6s, old, 37@42; do, new, 37@42; do, consol, 6s, 68½@69; Virginia coupons, 86½@87; West Virginia def. certif., 9½@9½; City Passenger R. R., 28@32; George's Creek Coal, 140@—; Atlantic Coal, 2.40@2.45; Canton Co., 45@47.

**The Safe Deposit Company of New York** give notice in another column that as an additional protection against loss by theft they have superadded the device known as the Chronometer, or Time Lock, to their otherwise secure repository for the valuables of their customers.

**Delaware and Bound Brook Railroad.** A statement of the leading items of the Delaware and Bound Brook Railroad Company was submitted to the Philadelphia Stock Exchange on the 5th inst., entered of record, and the stock and bonds were admitted to the stock list and are subject to call. From the facts and figures furnished the road runs from Yardleyville, on the Delaware river, to Bound Brook, on the Central Railroad of New Jersey, the whole length of the Bound Brook road being twenty-seven miles. The stock already issued is \$1,000,000, and \$500,000 more is authorized, making 1½ millions of capital. Of bonds, all of which are coupon and first mortgage, \$1,000,000 have been issued and half a million more are authorized, making 1½ millions of bonded debt. If these figures are correct, says the Philadelphia *Ledger*, from which the above was obtained, there has already been expended by the company 2 millions of dollars, or a cost of over \$74,000 per mile; and should, as is probable, the additional million of capital and bonds authorized be availed of, the total expenditure of 3 millions will equal \$110,000 per mile of twenty-seven miles of road and equipments.

**The annual meeting of the Boston, Barre and Gardner Railroad was held at Worcester, Mass., on the 2d inst., when the following directors were chosen: Ginery Twitchell, Stephen Salisbury, Calvin Foster, Wm. W. Rice, Lewis Barnard, Clark Jillson, Levi Heywood, Charles Heywood, Isaac N. Ross, Wm. H. Morse and Nelson D. White. The President, Hon. Ginery Twitchell, stated that the gross earnings of the road for the last three months exceeded those of the corresponding three months of the year previous by \$1,270 50, while the expenses have not been as heavy. The extension has thus far cost \$29,268 67. Land damages have not been paid as assessed, but the County Commissioners have been petitioned to that effect.**

**The Cumberland *News* gives the particulars of the trial of a new invention called an "improved roll-train," which was patented in March, 1875, by Thomas R. Venners, Richard Rowley and Thomas Venners, of that city. It is claimed that this roll-train, besides doing the work of an ordinary rolling-mill, and doing it better, will roll tapered iron for railway frog-points and switch-tongues, or ship-knees—anything, in short, down to harrow teeth, and all of these of any size or degree of taper; it will also roll, with the grain of the metal, ship or boiler plates.**

**At the annual meeting of the stockholders of the Providence and Worcester Railroad Company, held in Providence, R. I., on the 7th inst., the old Board of Directors was re-elected as follows: William S. Slater, Earl P. Mason, Paul Whitin, Isaac Davis, Henry Chapin, Gideon L. Spencer, Elijah C. Stoddard, Lyman A. Cook, Estus Lamb, John C. Whitin, James T. Smith, George A. Leete, Eben B. Phillips, John R. Balch, and Moses B. I. Goddard.**

**Work has been commenced near Frankfort, Ohio, on the Dayton and Southeastern Railroad. Two contracting firms are at work—one with six miles to build, and the other with ten.**

## Hatch & Foote,

### BANKERS.

No. 12 Wall Street, N. Y. DEALER IN  
SECURITIES OF SOLVENT AND DEFOLDED RAILROAD COMPANIES, ALSO STATE, CITY AND COUNTY BONDS.

### Martin Lewis,

43 FINE ST., N. Y.

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### OFFICE OF THE SAFE DEPOSIT COMPANY OF NEW YORK

140, 142 AND 146 BROADWAY

To the Public: In view of the excitement and anxiety in the public mind aroused by the robbery of the Northampton Bank, and the discussion resulting therefrom of the advisability of the use of the time lock as an additional security, we would inform the public that though there is no parallel between the provisions for security made by this Company since its organization and those provided by any bank, we have superadded the "Chronometer" or "Time Lock," to the other ample security we offer.

FRANCIS H. JENKS,  
President of the Safe Deposit Co. of N. Y.

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WITH ALL THE MODERN IMPROVEMENTS,  
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Banks, Bankers, Brokers, Merchants, Lawyers,  
Railway, Insurance, and other Companies.

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No. 4 WALL STREET,

38, 39, 40, 42, 57, 64, 66, 69, 71, 73, 75 & 80

BROADWAY

Nos. 5, 7, 17, 19, 34, 36, 49 & 53 NEW ST.

Nos. 17, 19, 21 & 35 BROAD ST.,

Nos. 55 and 57 EXCHANGE PLACE,

ALL NEAR WALL STREET.

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,  
No. 4 Broad Street.

**The Iron Pantheon constructed at the Carr foundry, Trenton, N. J., for Port-au-Prince, was shipped to its destination last week. It filled nineteen cars, and included 386,997 pounds of cast iron, 20,000 of wrought iron, while the roof frame contained 18,790 pounds of cast and 6,516 of wrought iron, making a total of 480,867 pounds.**

**The Brazil and River Plate *Mail* says that the Argentine Government has entered into a contract with Mr. Rogers for working the Andes Railway, from Villa Maria to Rio Quinto, for a period of four years, at, for three years, 90 per cent of the gross revenue, and 75 per cent for the last 12 months.**

Railway Postal Car Service,  
THE GOVERNMENT FAST MAIL TRAIN.  
POST OFFICE DEPARTMENT,  
OFFICE GEN'L SUPT RAILWAY MAIL SERVICE,  
WASHINGTON, JRD. 29, 1876.

Hon. Marshall Jewell, Postmaster General:

Sir: Being about to retire from an office in which I have labored with earnest zeal and with such efficiency as I could command for many years I deem it but just that I should speak of some of the matters of which I have had charge, that the facts in relation thereto may go to the public, as it were, in an official character.

My predecessor in office, the lamented Col. Armstrong, was the originator of the railway postal car service in the United States, and from the date of the running of the first postal car to the time of his death gave all of his energies and all his fine executive talents to the firm establishment and extension of the system which he invented. That he thus conferred great benefits upon the country and largely increased the usefulness of the postal service, all men cheerfully agree.

Since my induction into office the policy so successfully inaugurated by my predecessor has been constantly pursued, and the postal car service extended and improved as much as practicable; so that whereas twelve years ago there was only a single postal car line of 140 miles in length, with one car running each way daily, there are now more than 40,000 miles upon which this service is daily performed in the United States, and 170,000 miles in route agent cars.

But the great extension of the system, and its great value to the public, are, I believe, universally conceded. For whatever I have been able to contribute thereto, by reason of my position as Superintendent, I am largely indebted to the generous manner in which I have generally been sustained by Congress, by the department, by the press, and by the public using the mails, and also by the intelligence and efficiency with which I have been supported by my assistants and the employes under the supervision of this office. I need say nothing more, therefore, upon the general subject of the postal car service.

There is one matter, however, with which I have been intimately connected, upon which I wish to say some few words. I refer to the "Fast Mail service," and this because the facts in relation thereto have not been fully published in any official form, and are not correctly understood by many persons. "The Fast Mail train" has been called "a mere newspaper train," and has received other epithets which I need not mention. These things have brought about no little misapprehension as to the actual facts, which I regard it as my duty to correct. The best way to do this

is by a plain statement of the facts. Inasmuch as the mails are carried at so much per ton per mile the mails (say, \$25 per ton for all above 5,000 per year, (namely, 100 pounds,) the element of weight does not enter into the cost of carriage whether the mails go ten, twenty-eight, or fifty miles an hour. The only items of increase are in the railway postal car service, for which the Government pays at the following rates per mile per annum:

Per mile,	
55 or 60-foot car, per annum.....	\$50
50-foot car, per annum.....	40
45-foot car, per annum.....	30
40-foot car, per annum.....	25

—and in the additional clerical force necessary by the increase of mails concentrated on the fast line. The following figures will show the increase in each of these particulars:

The New York and Chicago line is via New York Central and Hudson River, and Lake Shore and Michigan Southern Railroads.

Cost of postal car service between New York and Buffalo, prior to Sept. 16, 1875.....	\$24,450 00
For same service between Buffalo and Chicago, prior to Sept. 16, 1875.....	77,618 90
Total.....	\$102,068 90

Present postal car service:	
Fast mail train between New York and Chicago.....	\$145,542 00

Local trains:	
Between New York and Buffalo.....	18,260 00
Between Buffalo and Chicago.....	32,138 00

Total.....	\$190,940 00
Increase in cost of car service.....	88,876 10

The increase in the clerical force on the "Fast Mail" train since its inauguration, Sept. 16, 1875, is shown by the following:

Two head clerks, at \$1,400.....	\$2,800 00
Two clerks, at \$1,200.....	2,400 00
Twenty one assistant clerks, at \$1,000	21,000 00

Total.....	\$26,200 00
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Which, added to the increase on account of postal car service, makes a total increase on account of the "Fast Mail" train of..... \$115,076 10

But a great deal of this increase is apparent rather than real. The establishment of the "Fast Mail" made it practicable to reduce the number of postal cars, clerks, etc., on other lines, and the amount of this reduction is, therefore, justly to be taken from the expenses of the "Fast Mail."

The decrease in postal car service and clerical force already made or intended at an early day, for the reason that its continuance is rendered unnecessary by the superior accommodations supplied by the "Fast Mail" is as follows:

Discontinuance of eight lines of postal cars, costing for car service alone.....	\$51,427 71
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Discontinuance of salary for postal clerks on these lines in excess of those necessary for local service.....	46,400 00
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Total decrease.....	\$97,827 71
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Deducting this decrease made practicable by the "Fast Mail" from the increase for the "Fast Train," (\$115,076 10,) as above set forth, and we have a net increase of expense incurred by the establishment of the "Fast Mail" of only..... \$17,248 39

The amount of service performed on the "Fast Mail" train has been all the while very great. During the months of November and December last the clerks on this train distributed mail as follows:

Sacks of paper mail distributed.....	60,750
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Packages of letter mail.....	303,186
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Number of pieces of paper mail, allowing 200 pieces to each sack.....	12,150,000
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Number of pieces of letter mail, allowing sixty pieces to each package.....	18,188,160
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Number of pieces of paper mail distributed, Sundays included.....	202,500
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Number of pieces of letter mail each day, Sundays included.....	303,186
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Total number of pieces of mail distributed daily.....	505,636
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But this is not all of the service performed by this Fast Mail Train. In addition to regular mail matter, the Fast Mail Train carries great quantities of what I may call "official matters." I here

refer to stamps, stamped envelopes, and postal cards—the currency of the postal service. These Government stamps are made in New York, the envelopes at Hartford, Conn., and the postal cards at Springfield, Mass. A very great proportion of all used in the United States passes over the Fast Mail Train.

For the small actual increase of less than \$18,000 annually, as shown above, over the expense of the slow trains of former times, we have an exclusively Government postal train, traveling 970 miles daily each way, absolutely controlled by the department, run at an extremely high rate of speed, reaching by its connections and ramifications, and directly benefiting 25,000,000 people, to whom it reduces the time for the receipt and dispatch of their mail from six to twenty-four hours, according to location. I regard the value of this service to the business and the intelligence of the country as inestimable. I think it would be cheap if it cost much more than it does. Its benefits are being more and more acknowledged every day. Those who would dispute them, understanding the facts, would dispute against the sun; and with them I have no argument. I cannot speak in too high praise of the manner in which the "Government Fast Mail Train" has from the beginning been managed. There is no mail train in the world comparable to it. The locomotives and cars, manufactured at great expense by the railway companies, are used exclusively for this purpose. I regard these trains and the fidelity and efficiency with which they are conducted as a magnificent contribution to the public service. Their regularity in time, notwithstanding their high rate of speed, is something wonderful. In all the trips thus far made there has been but one train behind time, and that only eleven minutes. So much is this splendid train regarded as exclusively under Government control, that no officer of the railroads, not even Mr. Vanderbilt himself, is permitted to ride on it without the proper authority from the Post Office Department.

Such are the particulars and general facts connected with the Government Fast Mail Train. I respectfully submit that they are creditable to the department and the country, and especially creditable to the railroad management.

The facts in regard to the limited mail train, which is also a fast train between New York and Pittsburgh, Cincinnati and St. Louis are also interesting. This line is by the Pennsylvania Central, Pittsburgh, Cincinnati and St. Louis, and Indianapolis, Vandalia and Terre Haute Railroads. The figures showing increase of expenses as compared with slow mails are as follows: Cost of postal car service prior to Sept. 16, 1875, between New York and Pittsburgh, there being none west of Pittsburgh, \$17,808.

Cost of present car service—	
Between New York and Philadelphia.....	\$17,550
Between Philadelphia and Pittsburgh.....	40,664
Between Pittsburgh and Columbus.....	12,800
Between Columbus and Cincinnati.....	4,840
Between Cincinnati and St. Louis.....	17,056

Total.....	\$92,910
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Increase of clerical service:

Between Philadelphia and Pittsburgh—

One head clerk.....	\$1,400
Fourteen assistant clerks at \$1,000.....	14,000

	\$15,400
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Between Pittsburgh and Cincinnati—

Seven clerks at \$1,200.....	\$8,400
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Four assistant clerks at \$1,000.....	4,000
---------------------------------------	-------

	12,400
--	--------

Between Pittsburgh and St. Louis—

Three head clerks at \$1,400.....	\$4,200
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Five clerks at \$1,200.....	6,000
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Nine assistant clerks at \$1,000.....	9,000
---------------------------------------	-------

	19,200
--	--------

Total.....	\$47,000
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But here, again, the increase of expense is by

no means so great as it would appear from these figures, and from the same reason as stated above as to the "Government Fast Mail Train," namely, because the establishment of these Fast Mail Trains renders unnecessary a considerable service which otherwise would have to be performed. The fact as to these lines discontinued, or to be discontinued, are as follows:

Cost of car service on such lines..... \$14,800  
Decrease of cost of clerical force..... 28,400

Total decrease..... \$40,700

Let me here give a recapitulation of cost of service on the Pennsylvania Railroad, Pittsburgh, Cincinnati and St. Louis and Indianapolis, Vandalia and Terre Haute Railroads:

Cost of car service prior to Sept. 16, 1875. \$17,808  
Cost of present car service..... 92,910

Increase in cost of car service..... \$75,102  
Increase in cost of clerical force..... 47,000

Total increase..... \$122,102  
Decrease on other lines as above explained. 40,700

Net increase..... \$81,402

Let me state a few other interesting facts connected with the "Fast Mail" service. The "Government Fast Mail Train" is made up of four postal cars, and runs daily between New York and Chicago, a distance of 970 miles—making 1,940 miles of daily service and 708,100 miles of annual service. This is equivalent to the service of one car (on the old style) of 7,762 miles daily, or 2,803,217 miles annually. Similar facts are true, of course, of the fast trains over the other lines, this service amounting in the aggregate to the equivalent of single-car service on 1,712,870 miles in a year. The grand total therefore, of service (single car) is 4,545,588 miles annually. This is the magnificent contribution made by the "Fast Mail Trains" of the United States in aid of the quick dissemination of private information and public intelligence—the true object of the postal system.

I beg leave to say, in conclusion, that I am firmly convinced the Fast Mail Train was established none too soon. There may have been instances in the history of our country where private enterprise has beaten the Government in carrying mail matter; beaten it in time and in cheapness. At one time the American Express Company, from Bangor, in Maine, to Chicago, carried letters at one quarter the rate charged by the Government. A similar state of things existed for several years in that part of our country commonly called the "Pacific slope." The people are, in reality, very largely indebted to instances in which private enterprise beat the Government in carrying mail matter for cheap postage: and cheap postages are universally set down among the most valuable achievements of our Government. I know of nothing more surely calculated to maintain cheap postages on all legitimate mail matter, and in good time to reduce the rates still lower than the maintenance of a Government Fast Mail Train between the great distributing centres of the country. However this may be, it has already accomplished great good, and the continuance of the service in the same admirable manner in which it has thus far been constantly performed, must be regarded, I think, as a public necessity.

It may be said that I take a special interest in this matter because the "Fast Mail" was established during my Superintendency of the railway mail service. If any shall so think, to them I beg leave to say I may here, as in other things, have done less than my simple duty; by no possibility could I have done more. Very respectfully, &c.,

GEORGE S. BANGS.

Hon. W. H. Bingham, of Stowe, and S. S. Thompson, of Lyndon Centre, Vt., have been appointed Receivers of the Montpelier and Wells River Railroad.

**Messrs. Baring Brothers & Co.'s Circular.**

We were informed by telegraph a few days since that Messrs. Baring Brothers & Co., of London, had announced by circular their intention to take up the interest bonds provided for at the meeting of the creditors of the Eastern Railroad Company, held in Boston on the 15th of January, and pay full interest on the £600,000 sterling bonds issued by them as usual on the 1st of March and the 1st of September, 1876. The firm having specially recommended these bonds as an investment to many persons, accept the moral responsibility, and agree to make the interest good for one year. This certainly indicates a sense of business honor which has always characterized the transactions of the house. The circular of Messrs. Baring Brothers & Co. is as follows:

A careful investigation by disinterested persons of the affairs of this railroad has resulted in proving that, owing to injudicious investments in land, and mismanagement in other respects, the Company is in serious temporary embarrassment, which will render it impossible for it to meet the payment of interest due to the bondholders during the current year.

It was unanimously resolved at a meeting of the Share and Bondholders, held at Boston on the 15th inst., to fund the coupons of the sterling bonds due on the 1st of March and 1st September next, and to issue Bonds for the amount.

Messrs. Baring Brothers & Co., having shared the general confidence reposed in the Company and its management to the extent of specially recommending the Sterling Bonds as an investment to many persons, beg to give notice that they will take up these Interest Bonds and pay the full interest on the Sterling Bonds (£600,000) issued by them, as usual on the 1st of March and 1st of September in the present year.

It was further resolved at the same meeting to apply to the Legislature of Massachusetts, now in session, for power to create a mortgage over the entire property of the Company with a view to further security, and if sanction is obtained, to issue mortgage bonds having thirty years to run, with coupons attached, for the payment of interest at the rate of 3½ per cent for the first three years of their currency (1877, 1878 and 1879), and 4½ per cent for the succeeding three years of their currency (1880, 1881 and 1882), and 6 per cent thereafter. As soon as the mortgage bonds are issued the bondholders will be requested to exchange the existing bonds for these mortgage bonds.

If the above arrangements are sanctioned by the Legislature, Messrs. Baring Bros. & Co., will also pay, on presentation of the new coupons, during the first three years of the currency of such mortgage bonds, the further interest of 2½ per cent, and for the next succeeding three years of the currency of such mortgage bonds the further interest of 1½ per cent to the holders of the mortgage bonds taken in exchange for the sterling bonds issued by them.

As the new bond will thus be secured over the entire property of the Company, which is not the case with the existing bonds; and as the road and rolling stock are reported to be in excellent condition; and as under altered management proper economy will be enforced, there is every reason to believe that the present embarrassment will be only temporary, and that the principal moneys due to the Bondholders will be amply secured.

8 Bishopsgate Street, London, Jan., 1876.

At a meeting of the stockholders of the James River and Kanawha Canal, held at Richmond, Va., on the 4th inst., a resolution was adopted in favor of extending the canal from Buchanan to Clifton Forge.

**Oxford and Peach Bottom Railroad.**

At the annual meeting of the stockholders of this company held at Peach Bottom, Penn., on the 10th ult., S. G. Boyd was re-elected President, with the following Board of Directors: Samuel Dickey, J. A. Alexander, R. B. Patterson, J. P. Ambler, Isaac Bradley, C. H. Stubbs, Wm. Wallace, A. C. Manifold, M. Schall, Z. K. Loucks, O. R. McConkey, and J. Humphreys. The report of the President, which was presented, represents the road as being in a very flourishing condition. In speaking of the "middle division," or that part of the road west of the Susquehanna, extending from York, he stated that 81 miles of track are laid, leaving but 4 miles of track to lay between York and Delta. That will be completed about the first of April. The rolling stock of this division consists of 2 locomotives, 4 passenger coaches, and 24 freight cars. During the year ending December 31st, 1875, 94,791 passengers were carried, making a total, since the road has been in operation, of 71,273 persons who traveled on this division. The road has been greatly improved during the year. Not only has the track been put in good order, but cuts and embankments have been widened, and other permanent improvements made. During the past month or two the expenses have been greatly reduced by discharging the greater number of repair hands on the road.

The road generally is worked on a most economical plan. The general management of the road, and the business connected with it, is all done by the president, Mr. Boyd, who acts in the capacity of general superintendent, general freight agent, and purchasing agent; Mr. Wallace, secretary, acts as treasurer, holding the position of assistant treasurer, as freight agent, general ticket agent, and general book-keeper. Mr. Z. K. Loucks, the auditor and financial agent of the road, attends to all the business of the road in connection with his department himself, and otherwise renders invaluable aid in the general management of the road.

Mr. T. Appleton, a civil engineer of Boston, has offered to build the Messalonskee and Kennebec Railroad from Augusta to West Waterville, Me., and complete it ready for the rolling stock, for \$12,000 per mile. The maximum grade to be 80 feet per mile, and the maximum radius of curvature 573 feet; the rails to weigh 40 pounds per yard. The Railroad Company to pay all land damages and to erect the stations and other buildings. This would require the raising of \$250,000 along the line of the road.

Gen. P. Pease has been appointed General Superintendent of the Indianapolis, Bloomington and Western Railroad, with headquarters at Indianapolis; A. H. Wood, Assistant General Superintendent, with office in Urbana, Illinois; J. F. Richardson, Superintendent of Construction, and E. P. Miller, Purchasing Agent, with offices at Indianapolis.

The gauge of the Atlantic and North Carolina Railroad has been changed from Goldsboro' to Morehead City, N. C., making a uniform gauge of five feet on all connecting points east of the Mississippi.

**Imports of Dry Goods at New York.**  
The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.		
Manufactures of wool....	\$1,558,214	\$1,165,916
" cotton....	1,712,290	1,828,876
" silk....	1,639,077	1,296,194
" flax....	645,755	646,818
Miscellaneous dry goods..	518,888	565,888
Total.....	\$6,073,669	\$5,498,182

## WITHDRAWN FROM WAREHOUSE.

1875. 1876.		
Manufactures of wool....	\$918,472	\$607,380
" cotton....	656,589	522,862
" silk....	555,819	397,567
" flax....	510,261	540,281
Miscellaneous dry goods..	189,045	111,926
Total.....	\$2,775,166	\$2,179,466
Add entered for consump.	6,073,669	5,498,182

Thrown upon market.... \$8,848,885 \$7,677,648

## ENTERED FOR WAREHOUSING.

1875. 1876.		
Manufactures of wool....	\$1,112,762	\$718,122
" cotton....	684,009	626,786
" silk....	461,718	479,990
" flax....	549,700	554,810
Miscellaneous dry goods..	58,066	128,147
Total.....	\$2,866,245	\$2,502,356
Add entered for consump.	6,073,669	5,498,182

Total entered at the port, \$8,939,914 \$8,000,537

The imports of foreign dry goods at New York for seven months ending with January were:

## ENTERED FOR CONSUMPTION.

1875. 1876.		
Manufactures of wool....	\$12,429,656	\$10,312,287
" cotton....	8,286,618	7,418,855
" silk....	11,940,520	10,268,250
" flax....	4,684,989	3,848,481
Miscellaneous dry goods..	3,951,560	3,640,768
Total ent. for consump...	\$41,293,343	\$35,488,086

## WITHDRAWN FROM WAREHOUSE.

1875. 1876.		
Manufactures of wool....	\$8,705,831	\$6,864,738
" cotton....	2,867,234	2,489,910
" silk....	2,947,444	3,004,895
" flax....	2,900,062	2,862,886
Miscellaneous dry goods..	801,174	699,525
Total withdrawn from warehouse.....	\$18,221,845	\$15,411,904
Add entered for consump.	41,293,343	\$35,488,086

Total thrown on the market.... \$59,515,188 \$50,894,990

## ENTERED FOR WAREHOUSING.

1875. 1876.		
Manufactures of wool....	\$8,286,891	\$6,138,157
" cotton....	3,083,664	2,901,609
" silk....	2,987,840	3,567,078
" flax....	3,095,557	2,932,891
Miscellaneous dry goods..	742,812	792,685
Total entered warehouse.	\$18,146,264	\$16,831,920
Add entered for consump.	41,293,343	\$35,488,086

Total entered at port. \$59,489,607 \$51,815,006

The approximate earnings of the Marietta and Cincinnati Railroad for the month of January, 1876, were \$167,256, against \$152,806 for the month of January, 1875, an increase of \$14,451.

The Lehigh Valley Railroad Company are surveying a route for a new railway from Elmira to Geneva, via Watkins, along the east shore of Seneca Lake.

At the annual meeting of the Framingham and Lowell Railroad Corporation, held at South Framingham, Mass., on the 3d inst, the following gentlemen were elected Directors: E. P. Carpenter, Harrison Bliss, Hiram A. Blood, Geo. A. Torrey, S. H. Howe, Lyman Nichols, P. B. Brigham, Ralph Warner, Daniel Wetherbee, James W. Clark, William F. Ellis, Edward Hastings, S. B. Rogers. The gross earnings for the year ending September 30, 1875, were \$108,468 70, being a slight increase over the year previous.

Judge Drummond, of the United States Circuit Court at Chicago, has denied the motion for a receiver of the Chicago and Illinois River Railroad Company, pending litigation, on the ground that the property is in the possession of the Chicago and Alton railroad Company, which is perfectly responsible.

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It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

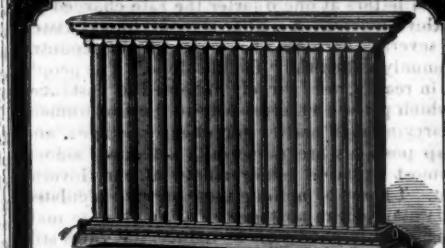
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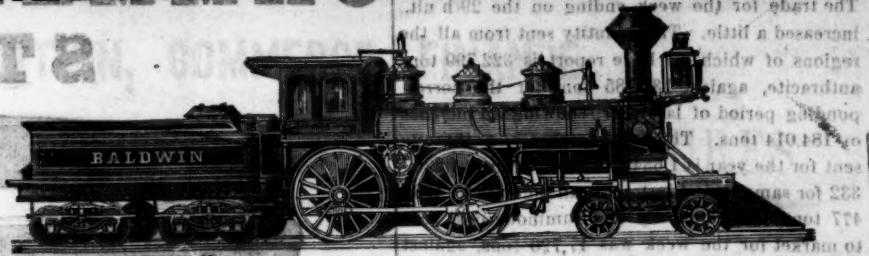
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## The Coal Trade.

The Philadelphia *Ledger* of February 7th says: The trade for the week ending on the 29th ult., increased a little. The quantity sent from all the regions of which we have report is 322,799 tons anthracite, against 188,785 tons for the corresponding period of last year, showing an increase of 184,014 tons. The total amount of anthracite sent for the year is 1,634,809 tons, against 1,226,382 for same period last year, an increase of 408,477 tons. The quantity of bituminous coal sent to market for the week was 47,720 tons, against 40,845 tons for corresponding week last year, an increase of 6,875 tons. The whole bituminous tonnage from the beginning of the coal year to the 29th ult., is 215,209 tons, against 166,158 tons in corresponding time last year, an increase of 49,056 tons. At Port Richmond for the week ending the 5th inst., there were receipts of 11,000 tons of coal and shipments of 5,000 tons, leaving 149,000 tons on hand. The receipts of coal at Perth Amboy for the week ending on the 29th ultimo were 1,876 tons; total received during the season, 90,749 tons; shipments for the week, 2,477 tons; total shipments for the season 51,208 tons; leaving on hand 98,924 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last week was 81,769 tons, 65,271 tons of which was coal and 16,498 tons coke. The total carried this year is 212,587 tons, of which 169,694 is coal and 42,843 coke. These figures embrace all the coal and coke carried over the road east and west.

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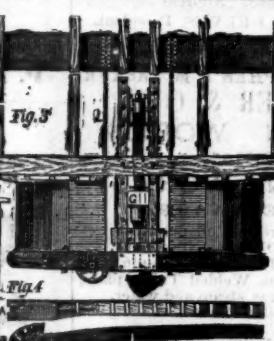
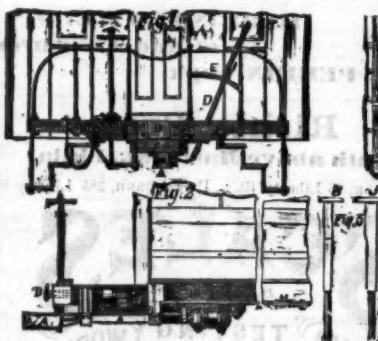
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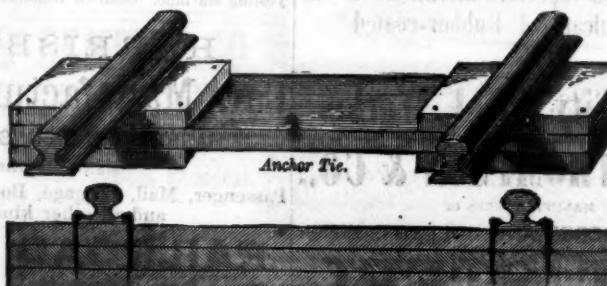
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